

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

MACHINERY AS AN INVESTMENT.

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No. 15.

Baltimore, May 6, 1898.

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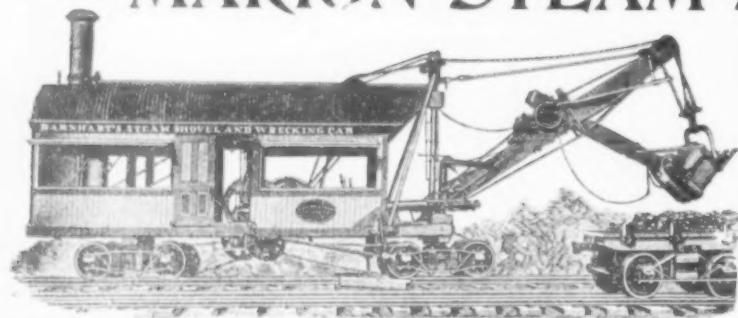
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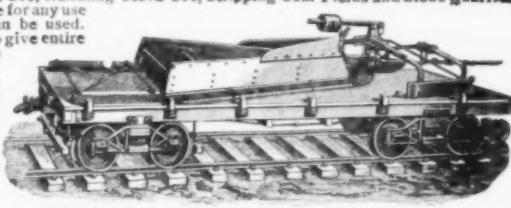
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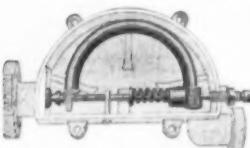
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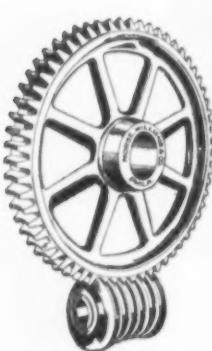


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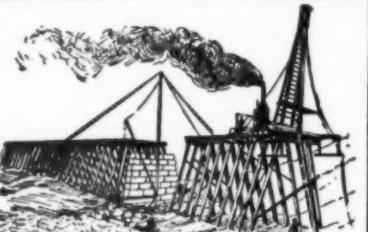
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White Swan Lime worth more to the consumer than any other, it is the strongest, purest and whitest made. For sugar refining can't be equalled. For brick work and plastering it is the best. You will make money by using the best. Ask for prices before purchasing, or other information desired. J. D. HARDY, Pres.

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Dealers in

MILL SUPPLIES OF ALL KINDS, OILS,

PAINTS, and PAINTIN MATERIAL.

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Henry B. Pancoast & Co., Philadelphia, Pa.

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lyn, N. Y.

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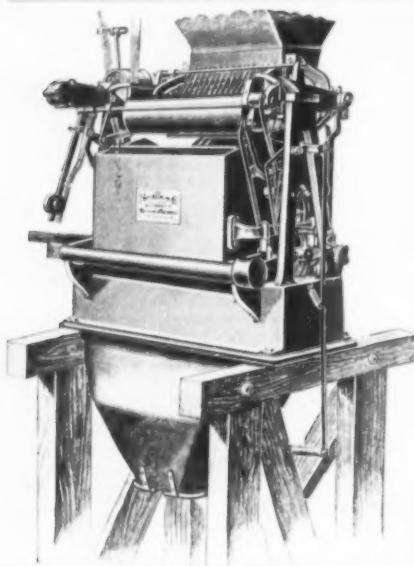
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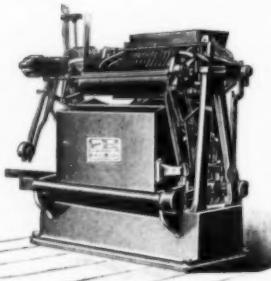
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Automatic
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Established 1856.

The Robinson Patent Grinding Mill

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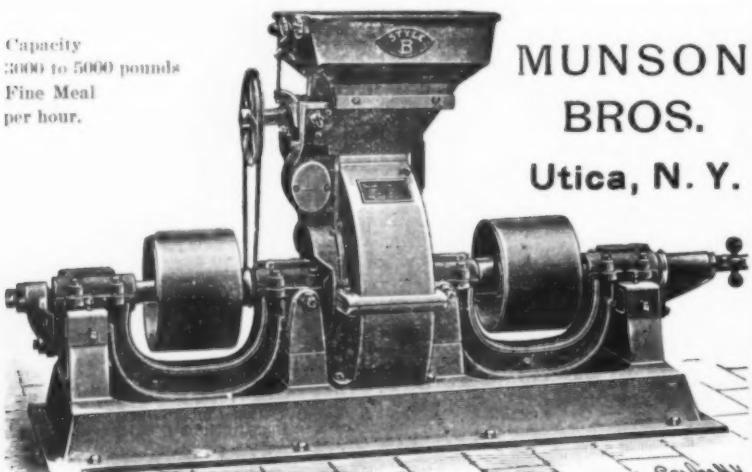
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In all of our twenty-five years' experience in the feed business we have never seen a mill that will compare with the Robinson for all kinds of grinding. Yours truly,

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Requires no tools to adjust, and
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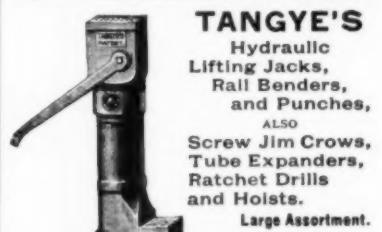
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Rail Binders,
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OF 1896. EVERY MILL
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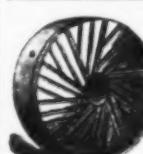


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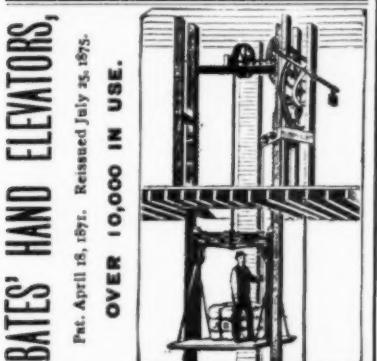
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A Perfect Self-locking Rope Tackle Block.

Runs as freely as an ordinary rope tackle block.

Holds more securely than a chain block.

Locks instantly and does not cut the rope.

Allows the load to be lowered safely and slowly, the operator using only one hand.

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Automatic
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Hand
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PIPE-
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AND
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MACHINE.
Latest
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Can Furnish Full Outfits
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protect these vital
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In All Branches of Textile
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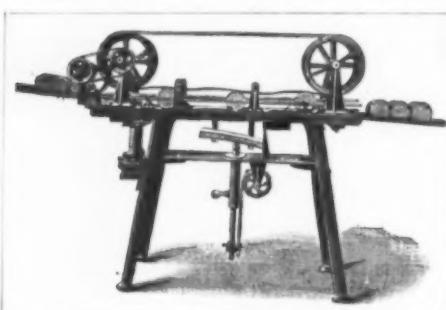
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THE SCHNEIDER & TRENKAMP CO.

Chicago, Illinois.

MENTION THIS PAPER.

Cleveland, Ohio.



BURT LABELLING MACHINES.

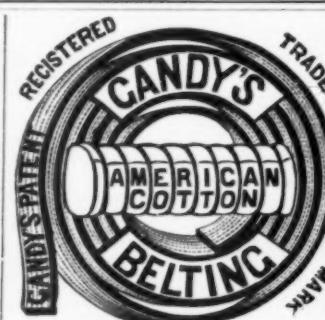
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Especialy adapted for Main Drives, Saw Mills, Cotton Gins, Cotton Presses, and, for all places where belts are subjected to moisture or atmospheric changes, the "GANDY" stands paramount.

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THREE PLY.



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ONE PLY.

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TWO PLY.

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ALL SIZES.
RUBBER LINED.

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Adopted as the Standard Factory Fire Hose by the Associated Factory Mutual Fire Insurance Companies, for Factory and Mill Fire Protection.

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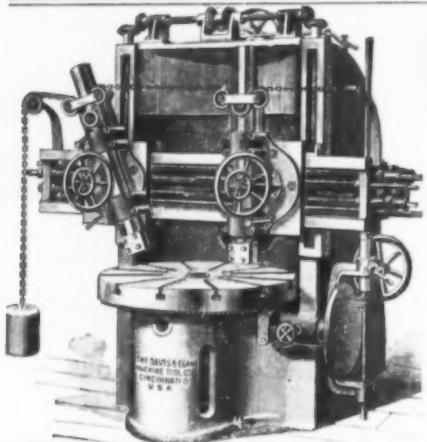
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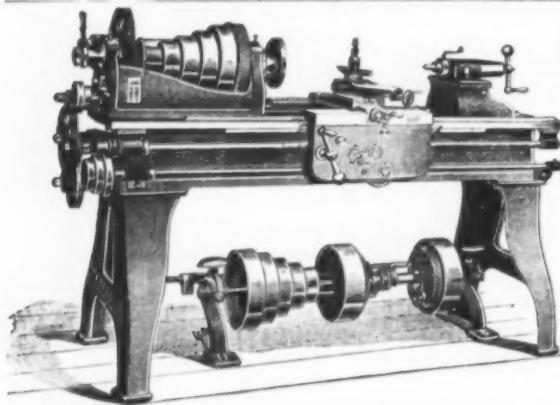
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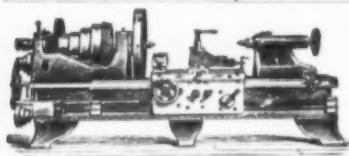
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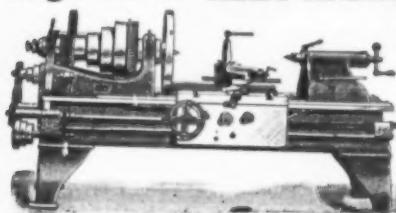
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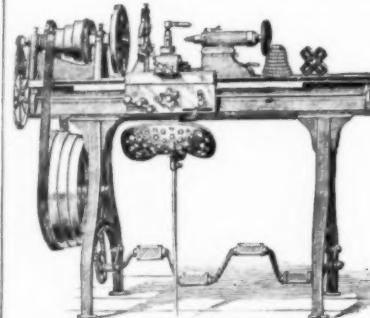
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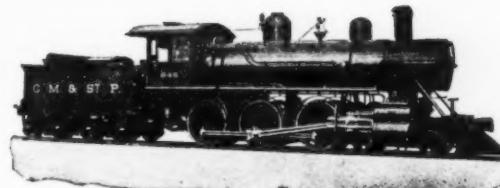
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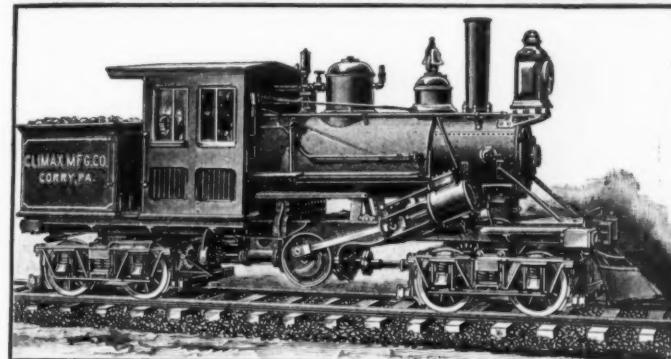


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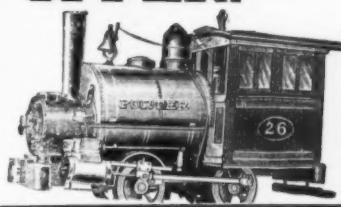
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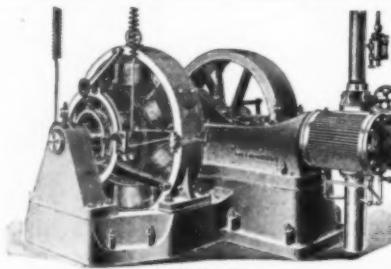
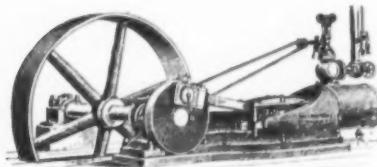
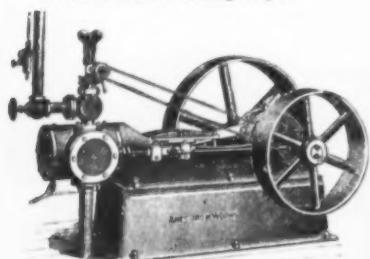
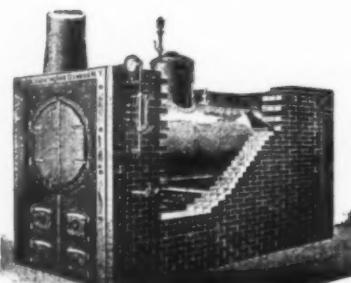
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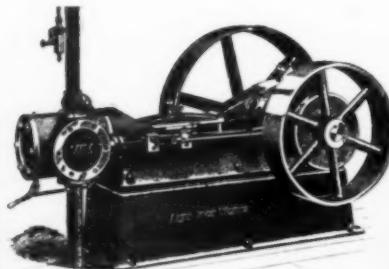
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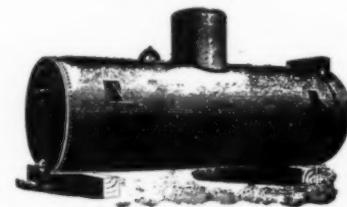
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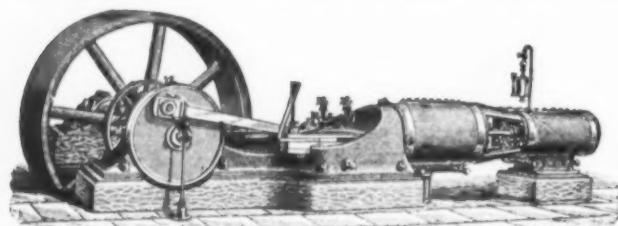
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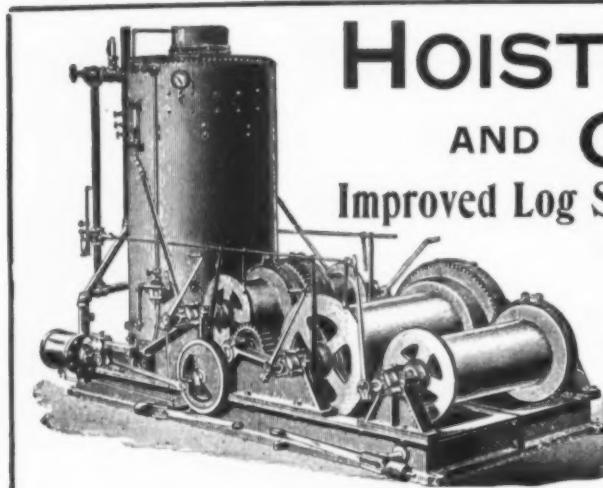
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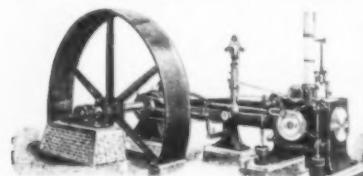
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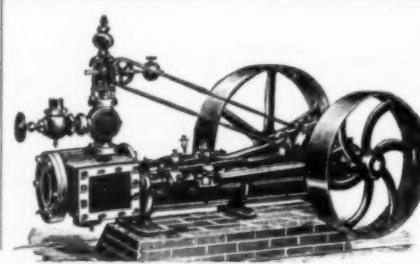
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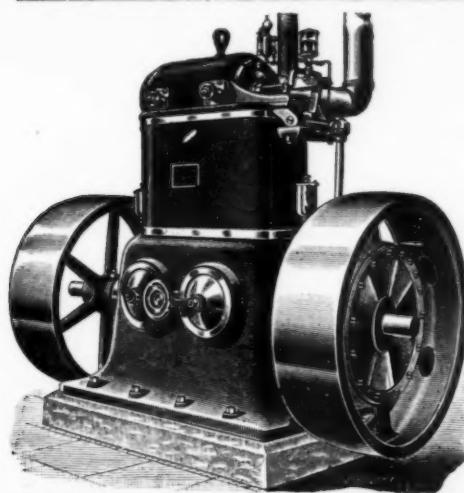


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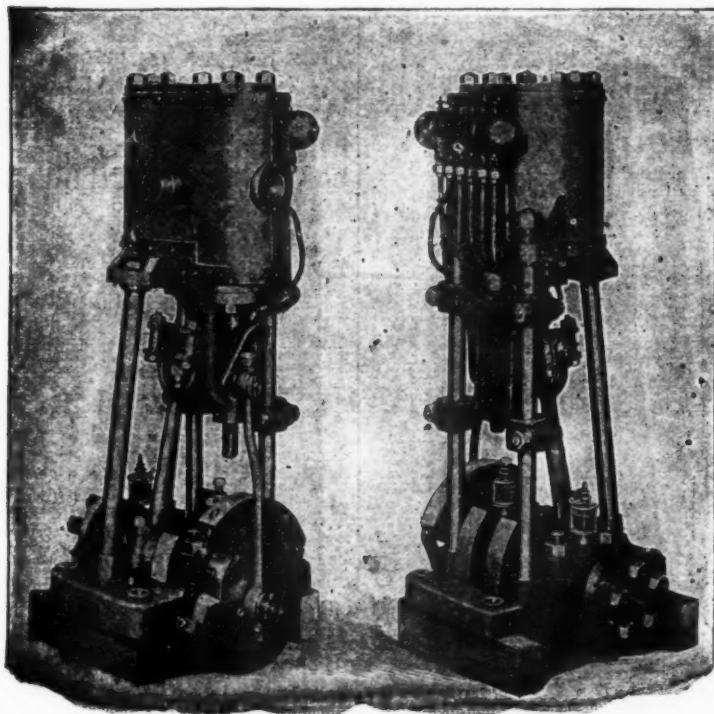
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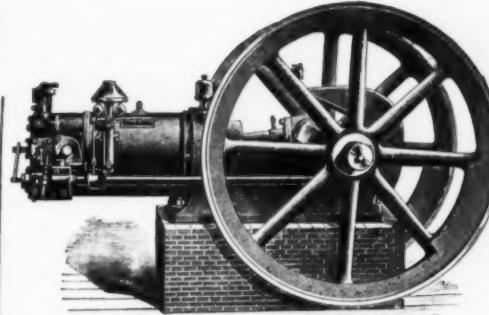
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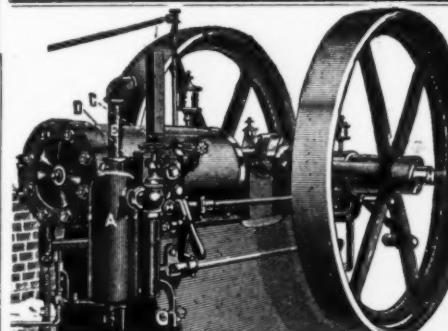
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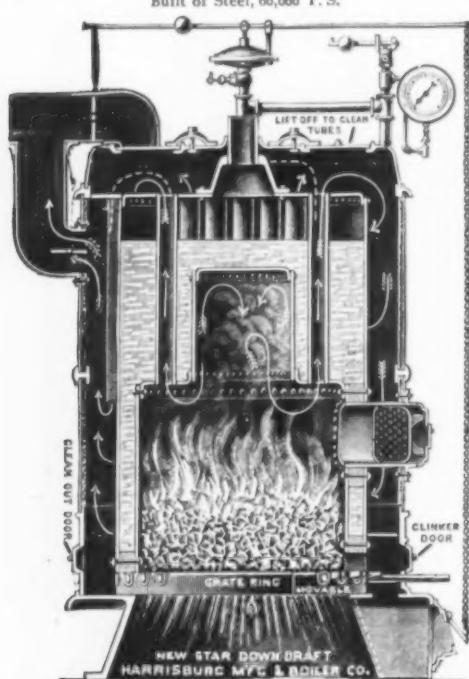
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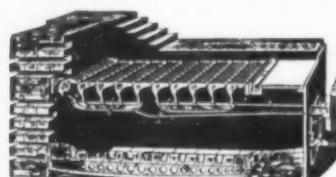
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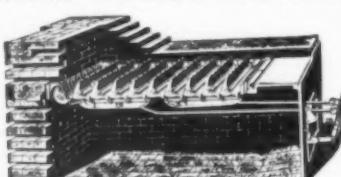
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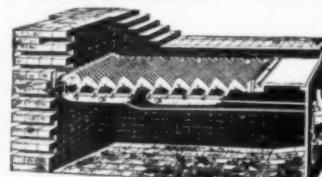
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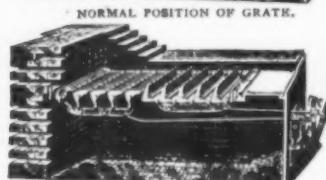
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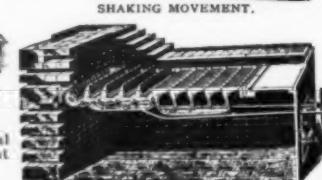
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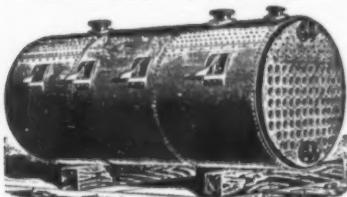
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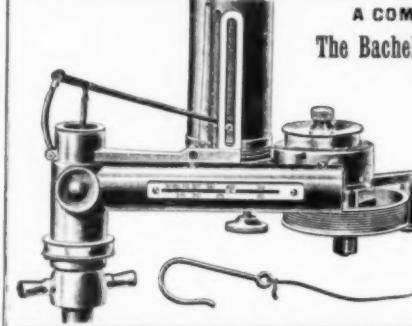
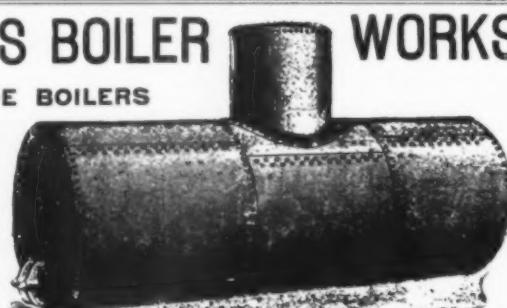
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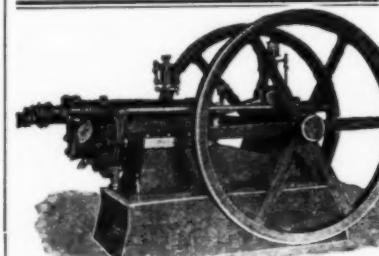
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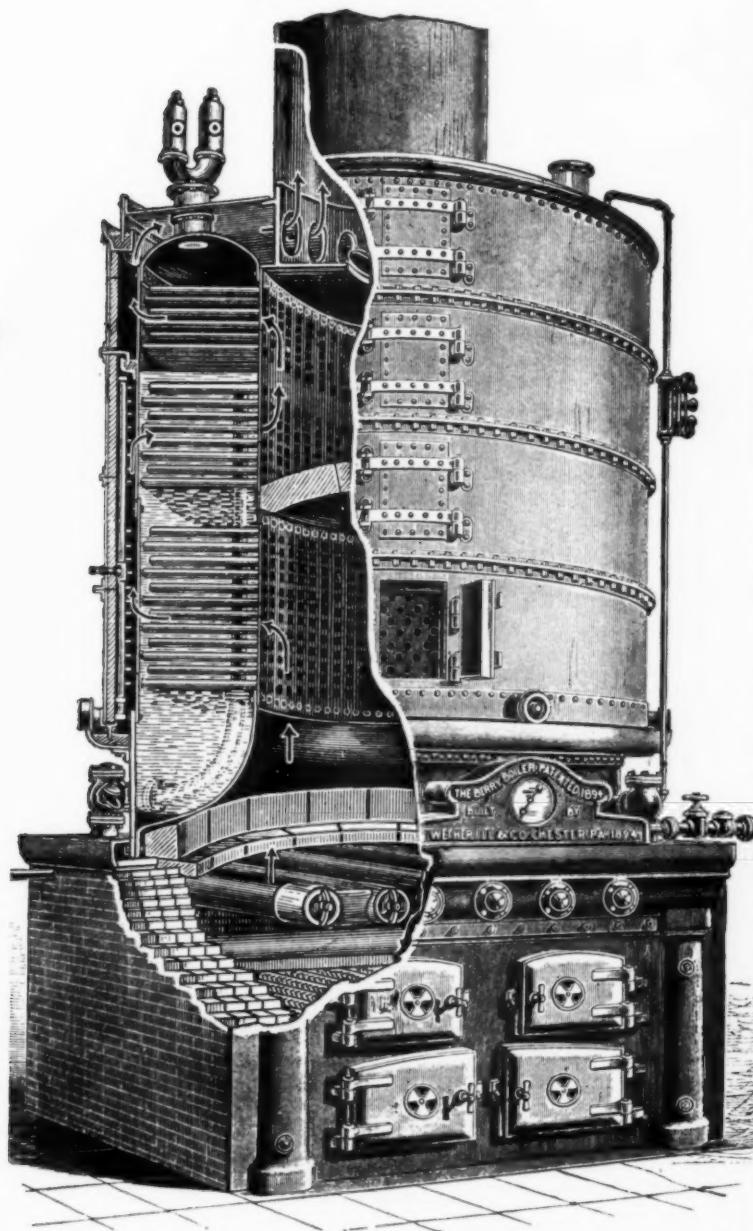
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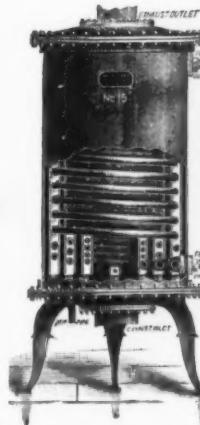
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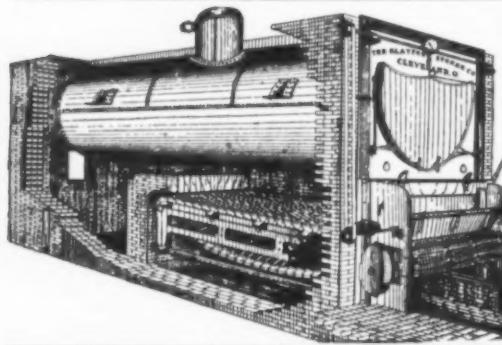
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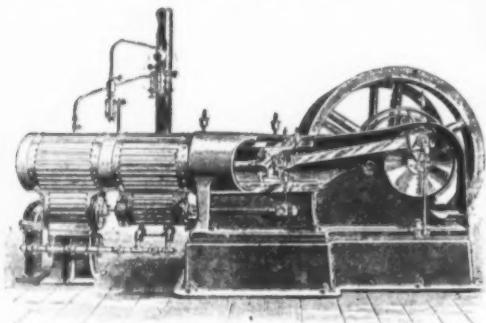
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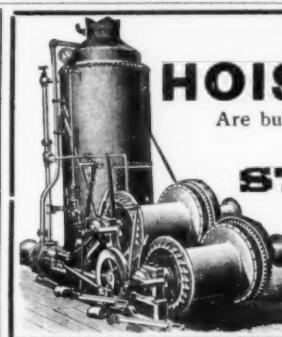
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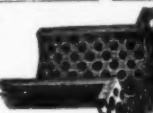
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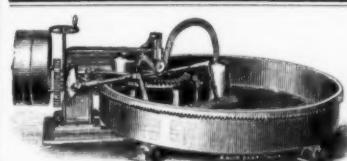
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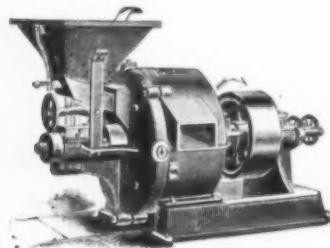
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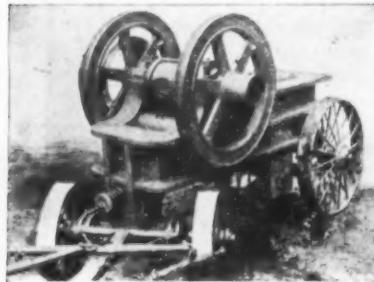
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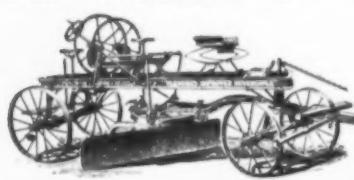
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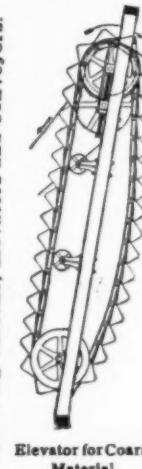


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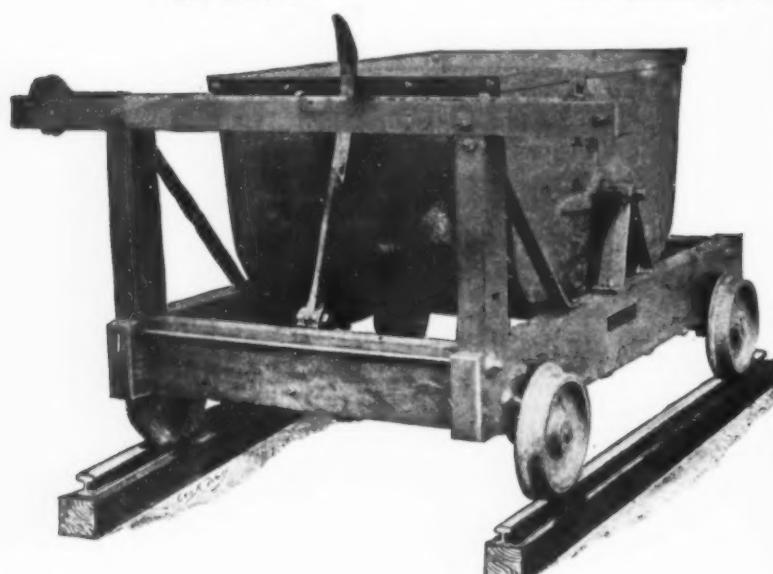


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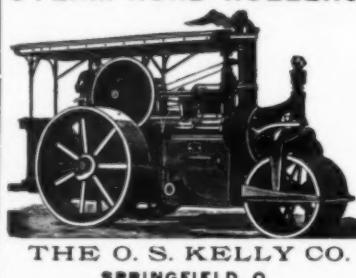
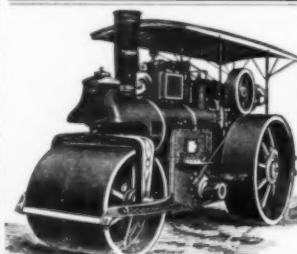
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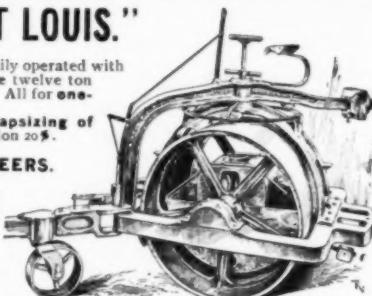
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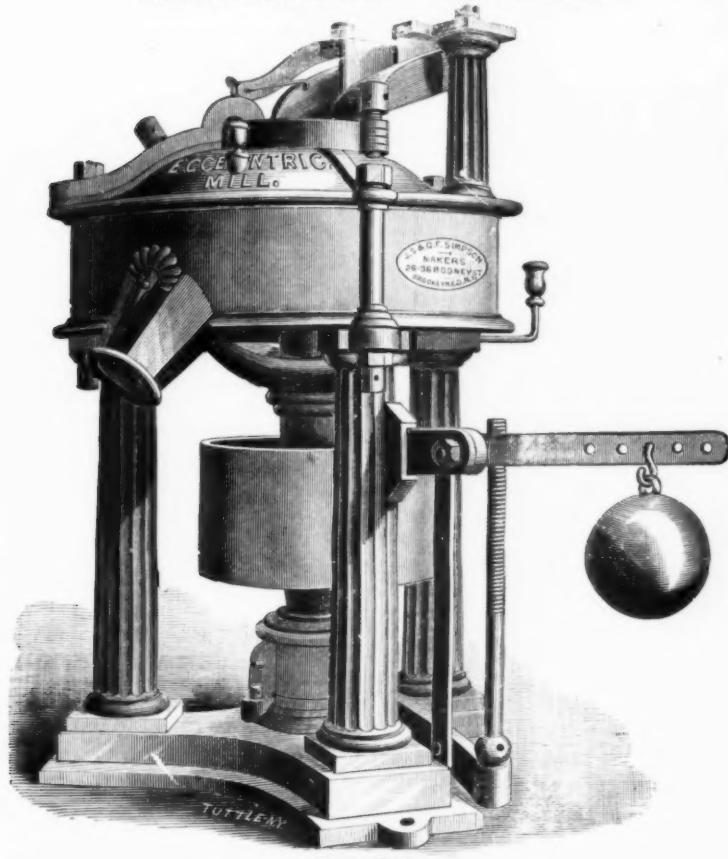
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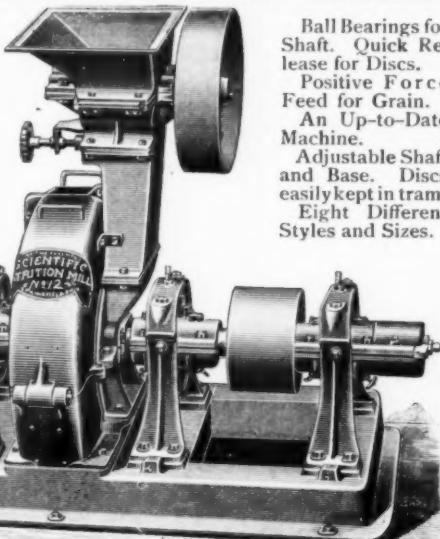
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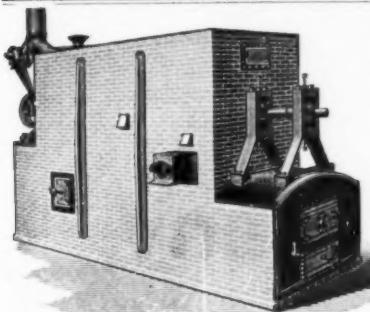
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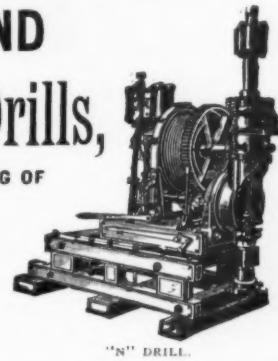
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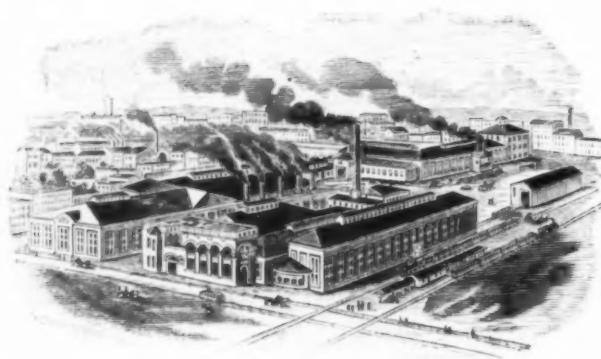
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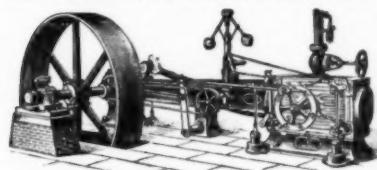
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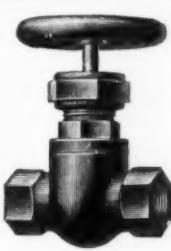
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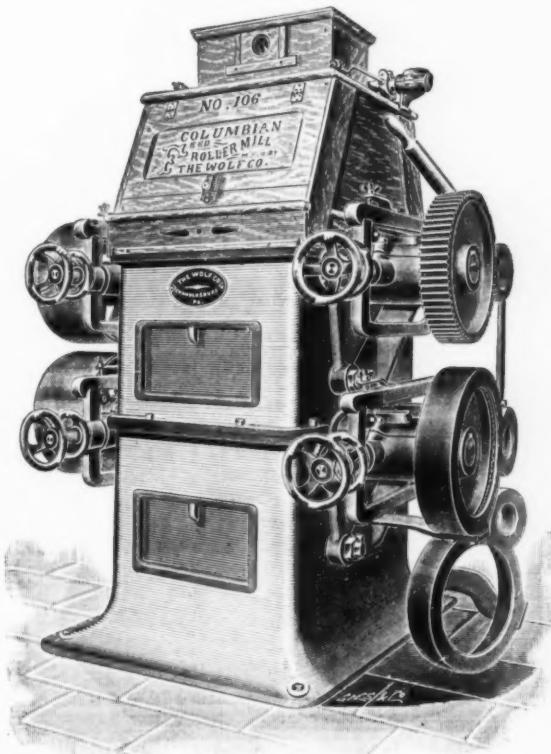
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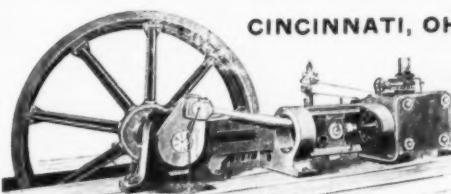
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Class.	No.	Hands empl'd	Capital invs'd	Annual product.
Bag factories.....	3	55	150,000	475,000
Barrel factories.....	1	325	300,000	150,000
Basket and willow- ware factories.....	123	255,000	150,000	
Breweries, & veneer wks.,	2	13	10,000	25,000
Broom factories.....	1	250	75,000	125,000
Candy factories.....	1	160	187,000	300,000
Carrige & wagon wks.,	10	60	100,000	345,000
Cider and vinegar.....	6	180	90,000	160,000
Cigar factories.....	9	15	15,000	35,000
Cotton factories.....	1	645	600,000	165,000
Cotton & wool pick's.,	1	15	18,000	700,000
Cotton ties, etc.,	4	20	10,000	35,000
Envelope & box fact'y.,	1	63	2,000	75,000
Fertilizer works.....	12	1,400	5,325,000	4,165,000
Flour and grist mills..	8	275	150,000	700,000
Foundries & iron wks.,	3	200	280,000	300,000
Ice factories.....	2	25	75,000	160,000
Job printing and bookbinding, &c.,	3	180	325,000	450,000
Knitting factories.....	1	90	24,000	40,000
Lead factories.....	1	10	40,000	130,000
Marble & granite wks.,	5	60	40,000	75,000
Mattress factories.....	2	35	27,000	70,000
Men's clothing.....	11	90	60,000	350,000
Oil refineries.....	1	5	40,000	345,000
Proprietary establish'ts.,	35	170	75,000	1,000,000
Rice mills.....	1	130	400,000	1,000,000
Saddlery & harness, &c.,	9	30	50,000	150,000
Sail & awning fact'ries,	2	25	40,000	85,000
Sash & blind factories,	5	320	340,000	380,000
Saw and lumber mills,	588	250	75,000	150,000
Ship and boat yards, &c.,	3	45	35,000	160,000
Shoe factories.....	1	15	35,000	60,000
Soup and candle fact'y.,	1	150	70,000	650,000
Soda water, etc.,	42	150	100,000	175,000
Underwear factories, &c.,	3	150	100,000	190
Totals,.....	1,690	5,617	4,640,000	\$14,418,000

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A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXXIII. NO. 15.
WEEKLY.

BALTIMORE, MAY 6, 1898.

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BALTIMORE, MAY 6, 1898.

An Object-Lesson of War.

The war spirit in this country is resulting in a number of object-lessons which should not be forgotten after the necessity for hostile movements has passed. One of these, and a most important one at that, is presented in the spontaneous promptness with which the wealthy in all parts of the country have come forward in aid of the government. The acts of men like John Jacob Astor or John Wanamaker and others, who are classed as millionaires, have been given the prominence in the public prints which they deserve.

There are, however, thousands of others who, as individuals or in corporations, have displayed a most commendable spirit in emergency. While some have undertaken to supply the necessary funds for raising forces and equipping new commands, many others have expedited the volunteering movement by removing from the minds of would-be volunteers any apprehension about the comfort of their families while they are temporarily removed from their bread-winning occupations. They have given assurance that the salaries or wages of employees entering the army will be paid in full to the families during the term of enlistment and that their places will be held open against their return. There are many thousand men who do not wait for a bounty before they enter the army, but among them may be found many who feel that as long as they have wives and children dependent upon them it is their duty to remain at home.

The liberality of employers in removing this difficulty not only strengthens the arm of the government in time of war, but should conduce to an elimination from the stock in trade of demagogues of the opportunity for stirring up strife between capital and labor. When capital offers to expend thousands of dollars in equipping a regiment, or presents for service with the navy a vessel built at great cost for individual pleasure, or shows a willingness to practically double the payroll for an indefinite period, labor ought to perceive that capitalists are human beings after all.

No Time to Falter.

Discussing the effects of the war the New York Evening Post says:

Even the coastwise traffic has been reduced to small dimensions by the high rates of marine insurance, and the railroads to the South and Southwest are reaping a harvest at advanced rates of freight. Another consequence of the war risks is that Western produce, which formerly sought its ocean outlets at New Orleans and Galveston, is now turned towards New York, Boston and Montreal, where it can find the protection of neutral flags. We trust the people of Texas will remember this against Mr. Bailey at the proper time.

The Evening Post is really giving too much prominence to the young man who has been performing for the galleries persistently of late. In doing so it has presented conditions in a light which we believe is hardly justified by facts. It seems, moreover, to express a hope which is dominant in certain narrow New York circles, whether war prevails or not. For some months they have contended that the climate and other influences were against the exportation of Western produce by way of Gulf ports, but the exportations have continued, to the contrary notwithstanding. We believe that the Evening Post's war scare will be found to be equally ineffective as a commercial campaign measure. It is natural that New York should object to the cessation of coastwise traffic, as it was largely contributory to its foreign trade. It, however, also works in another direction.

For instance, the news comes from St. Louis that the interruption of steamship connections between New York and the Gulf ports and the Mexican ports along the Gulf, on account of the danger from accident or seizure, has caused orders from Mexico and the Southwestern States to be sent to St. Louis instead. This has already given a great impetus to the St. Louis boot and shoe trade, which already has tremendous dimensions, and it is not unlikely that similar results will follow in other lines of trade after which New York has been reaching. In the meantime, a moment of sane consideration will show the lack of reason for arguments against cessation in foreign trade of the Gulf ports. For instance, the Galveston News has the following words of wisdom on this point:

Be it remembered that the coastwise trade of Galveston, although quite healthy, is but a part of the shipping business of the port. It has been suspended for the reason that it is conducted exclusively upon American bottoms, and ships flying the American flag are in danger of seizure by the navy of the enemy. But all the foreign business of the port is and has been conducted exclusively upon foreign bottoms, and principally upon neutral vessels. Now that Spain and the United States are at war, Spanish ships will have to get out of the business, but the ships of other nations, and there are plenty of them, will continue trading at all American ports, as usual. Under the declaration of Paris, neutral bottoms protect the enemy's goods. It is true that Spain has not subscribed to this declaration, but it is not to be supposed that such powers as Great Britain will permit Spain or any other nation to run its commerce with America off the seas by proceeding in opposition to the

terms of the declaration. The very best reason to suppose that our foreign commerce will go on without interruption is that it is being conducted that way at present, and the ships of neutral nations are yet heading this way for cargoes.

Equally wise is the utterance of the New Orleans Times-Democrat, in referring to the withdrawal of the Lone Star Steamship Line and the temporary suspension of operation of the Mallory Line:

There was some little apprehension that the war, waging, as it was likely to do, in the Gulf of Mexico and Caribbean sea, would interfere seriously with our tropical fruit trade, as the vessels engaged in it would be in danger from Spanish cruisers. But as the Spaniards have all they can do to look after themselves, and are not disturbing our vessels in any way, this trade is going on as actively as ever.

There is, as we have noticed, some increase in freight rates to foreign ports because of war risks, and there are slightly fewer vessels en route to all American ports than is usual at this season of the year, but the presence of twenty-two vessels in port and loading here, and forty-five sailed for New Orleans and destined to arrive, we do not see much cause to be worried over the injury done our commerce by the war.

All the other facts are equally favorable. We are, for instance, doing a larger banking business than at this time last year, as evinced by the reports of the clearing-house; we are receiving more cotton, both proportionately and in the aggregate. Half of all the cotton reaching the seaboard comes to New Orleans, compared with less than a third last year, showing that the cotton is not being diverted to North Atlantic ports on the theory that they are safer than those of the Gulf. New Orleans is now receiving nearly three times as much cotton as last year. Altogether it will be seen that New Orleans is not feeling in any unfavorable way the effects of the war, nor is it likely to do so. The harmful predictions of the pessimists were based upon the experience of the civil war, to which our present war bears no resemblance whatever.

Both of these statements in the Southern papers were made before they could have seen the editorial in the Evening Post, but Bradstreet's, of New York, published on last Saturday, presents some sensible facts, which are reproduced as follows:

Perhaps the infinite power of adaptability to circumstances of the American people was never better illustrated than it has been in the week following the declaration of war with Spain. With a hesitation so slight as to amount almost to indifference the business community, relieved from the tension caused by the incubus of doubt and uncertainty which so long controlled it, has stepped confidently forward to accept the situation confronting it owing to the changed conditions inevitable upon the breaking off of friendly relations with a foreign power. So few have been the unfavorable circumstances attending the rupture, temporary as these must be at the worst, that they have hardly excited remark, while the stimulating effects have been so numerous and important as to surprise all but the most optimistic. Bradstreet's state of trade report this week will bear careful reading by every business man who is anxious to measure the actual results which have flowed from the ending of the period of inaction. The list of advances in prices of staples which presents itself this week is a notable one. The agricultural classes can hardly view with unconcern the marking up of all the products of their industry, and the manufacturing interests, while slower to feel the favoring breeze, must surely in time profit largely thereby, because the development of the foreign demand this week is merely a tardy recogni-

tion of the fact that this country today occupies an enviable position as a producer of staples which European and other consumers must have. While undoubtedly some of the advances, particularly in imported goods, are based upon fears of interruption of supplies or of higher taxes, the former of which, owing to most of our supplies coming in foreign ships, seeming quite unlikely, the fact is that history seems likely to repeat itself in witnessing a stimulated demand for all necessities and luxuries growing out of the impetus given to general business by large expenditures alike on foreign and domestic account.

We commend these quotations to the Evening Post, and suggest that that journal should not permit the personality of Mr. Bailey or commercial rivalry to lead it into prophecies which are hardly sustained by facts or by probabilities.

Corporations—An Example.

Some weeks ago the Manufacturers' Record, in pointing out some of the economic changes in business that are revolutionizing many industries, said:

The economic changes, or rather the effects of these changes, against which the thoughtless are railing are seen in every country and in every business pursuit. Consolidation, co-operation, corporation are simply the means of working out the changes. The railroad supplanted the stage driver, to the latter's loss, but shall we on that account abolish railroads? The consolidation of half a dozen badly managed small railroads into one compact organization means loss to individual officials, but it means better train service, more comfortable traveling facilities, and eventually lower cost of freight and passenger rates. Where one man suffered a hundred or a thousand have been benefited.

The point made in that editorial is very cleverly used by the Richmond Times in referring to a recent newspaper consolidation in Norfolk. The Times says:

If our esteemed Norfolk contemporary will pardon a personal allusion, we will mention its own case as an illustration in point. Thirty days ago there were three morning newspapers in the city of Norfolk, each good in itself, but each unable to sustain itself properly because of the sharp competition and because of the overplus of newspapers in that city. Each of these newspapers was conducted by a separate corporation, and the presidents of the respective corporations, being business men, recognized the fact that all three newspapers could not be maintained on a paying basis. And so it happened that the president of the Pilot Company and the president of the Virginian Company came together in conference and talked the situation over. It was pointed out, each to other, that by combining the two corporations, or, which was the same thing, the two newspapers, a twofold object could be accomplished. Business would be increased and expenses would be reduced. In other words, it was manifest that by combination the Virginian and Pilot would get the subscriptions and advertising patronage of two papers and yet have the expense of conducting only one paper. That is to say approximately so. Having arrived at that conclusion, it is not at all surprising that these two men of affairs decided to join issues and to convert two non-paying investments into one investment which promised big dividends. And so they went to work on the details, and it was only a little while before the announcement was made that the two newspapers had consolidated.

Now let us view the matter from the standpoint of the people. Before the consolidation, in order that the Norfolk public might enjoy all the good things printed both

in the Virginian and Pilot, it was necessary for the subscriber to take both papers at a cost of \$10 per annum. Under the present arrangement, however, the subscriber gets both the Virginian and Pilot, a better newspaper, we must say, than either the Virginian or the Pilot was before the union, at just half the former cost, to wit—at \$5 per annum.

As for the merchants and transportation companies and others in Norfolk, who were compelled to advertise, they now get the same results from advertising in the Virginian and Pilot at one price as they got from advertising in the Virginian and the Pilot separately at two prices.

In short, the people of Norfolk are getting a better newspaper, and the business community a better advertising medium, by reason of this consolidation, and at about half the former cost.

Can any man say that this was not a desirable combination all round—for the proprietors as well as for the public? It may be that some few people were thrown out of employment by the union, but we venture to say that within the next twelve months the Virginian and Pilot will employ more people and pay out more money for wages than the two papers employed and paid out before the consolidation.

Our esteemed contemporary is behaving itself beautifully and will be permitted to live, not by sufferance, but by the hearty good will of the Norfolk public. Indeed, the Virginian and Pilot has demonstrated beyond a peradventure that, in some cases at least, a combination is a most desirable and beneficial thing, and that the prejudice against corporations and combinations generally is utterly unreasonable and untenable.

Here is a specific case which illustrates the whole subject and which is well worth careful study by all who are disposed to decry consolidations and corporations without stopping to fully consider that these consolidations may mean great benefits to the public.

Heroes of the Hold.

In war times men are inclined to the belief that the opportunity for a display of heroism is greatest at the point of greatest danger. Commenting on a discussion of this subject, as related to a modern battleship, the Columbus Enquirer-Sun says:

Down in the bowels of the ship, down where the engineers and firemen have no weapons, but are busily engaged in studying the steam gauges and in feeding the ravenous grates with coal and furnishing the boilers with steam, is where the grit is most in demand. They are cut off from the excitement that stimulates heroic deeds in the men at the guns, and without an avenue of escape, without a chance of safety if the vessel is lost, they must await the outcome of the deadly struggle. Little do they know when a torpedo will ram its nose against the vessel's side, tear a great rent in the hull, and let in a flood of water that will drown them almost before they can move from their posts. The duties of the men on deck require good mettle, but the duties of the men in the hold of the battleships require the most superb heroism and courage.

This idea, which is an excellent one, may be broadened and applied to the men of the country who have not felt called upon to go to the front in arms.

When volunteers are marched away with flying flags and amid enthusiastic cheers of thousands of spectators it may be very difficult at times for a man to resist the temptation to become an active combatant, but just as the battleship would be of no practical value as a ship without the coolness and pluck of the men at the engine, or the coal-heavers in the hold, so there would be little to be gained by a nation whose whole energies were occupied in destructive operations of warfare.

The fighters and those who direct them have to be sustained, and that they may be properly sustained the industrial engines must be kept under proper control and the means for that purpose must be steadily maintained. There is no excitement in the perse-

verance of a merchant, a manufacturer or a farmer in the usual routine of his life while the gaze of a people is intent upon dramatic incidents upon land or sea. It may require decided courage for an investor to carry out during war plans formed in peace; it may be irksome for a man physically fitted for military duties to continue in the humdrum of daily labor, but such persons in private life who feel that their duty holds them to their positions at home are rendering just as much service to their country as the members of great armies or naval forces. There are heroes of the quarter-deck, but there are also heroes of the hold.

A Chance for Demagogues.

We observe that while a number of those terrible creatures known as millionaires and those American horrors known as corporations are promptly and systematically devoting their means and their energies to the prosecution of the war with Spain, a number of gentlemen who pose at the public's expense for personal gain are still conducting business at the old stand. They are to be found in the body which is responsible for the war, and from which very few are volunteering for active service in the field.

Upon our desk we have a large assortment of most ardent war-like speeches delivered during the past six weeks, but going over the list of the orators we find not more than three who have tendered their services to the government. On the contrary, we find that warriors of the forum are busily engaged in promoting personal interests by attempting to secure staff appointments in the army for their constituents, or in devising means to inject party contentions into the consideration of measures which must be passed for the safety of the country. In peace times such conduct comes under the head of demagoguery. But there is no time for demagoguery to advance its own interests when the people of the United States are called upon to make sacrifices of blood and treasure for carrying out its beliefs. We thoroughly appreciate the self-sacrifice on the part of these gentlemen if they feel that the country demands that they should stick to their congressional duties, yet at the same time we offer the suggestion that they might give the people of the country an opportunity to express themselves on that point, and we are bold enough to assert that should every man of the class mentioned resign his seat and enlist as a private in the front rank, not only will his place be readily filled, but he will obtain the undying gratitude of the nation.

Millionaires and corporations are proving that they have the good of the country at heart. Here is a chance for demagogues to show that they have been greatly misrepresented.

Wilmington to the Fore.

Under the act of the general assembly of North Carolina, the city of Wilmington has voted to exempt from taxation for a period of ten years any factories started within the city limits. This action of Wilmington is in line with a general movement in Southern States for the encouragement of new industrial enterprises. Alabama has already provided for similar exemption of cotton factories; the next legislature of Georgia will probably be called upon for legislation permitting such exemption, while the industrial

convention at Nashville seems likely to crystallize the sentiment favoring equality of taxation in Tennessee. Wilmington has acted wisely. There may be some who contend that such exemption is unjust to industries already established, but the broader view to take of the matter is that the starting of new industries under favorable auspices will have the effect of enlarging the opportunities of all.

Known by Its Fruit.

In a letter to the Manufacturers' Record, Mr. C. B. Orcutt, president of the Newport News Shipbuilding & Dry Dock Co., writes:

Our yard will have all the work it can attend to from this time on without question. To my mind one of the benefits accruing from the present war will be the strengthening of our navy and the improvement of our merchant marine. This seems patent to all.

It may be added, with congratulations, that the results which have been obtained already in the strengthening of the navy and improving the merchant marine from the products of the Newport News Shipbuilding & Dry Dock Co. are guarantees that that company will have all the work that it can attend to, and that it will be a potent factor for many years to come in keeping to the front the South's advantages for shipbuilding, whether the vessels are intended for commerce or for the destruction of commerce.

With its April number the Cotton Ginner's Journal, of Waco, Texas, began its second year. The twelve previous numbers have been marked by a steady improvement, both in the news, editorial and advertising columns. The anniversary number is typical of the publication. Among the topics discussed are "Smaller Gin Boxes," "The Round Bale," "Bonded Warehouses for Cotton," "Country Buying," "Ultra Density in Compressing," "Egyptian Cotton," "Sea Island Cotton," "The Barbarous Gin Saw," "New Inventions and Improvements," "Buyers' Views," "Reduction of Acreage" and "Ginneries of the Future"—in fact, there are subjects of interest to nearly everybody who handles cotton. The Cotton Ginner's Journal has successfully filled a place which required energy, enterprise and industry.

"A RAIN OF IRON"

Improvement Noted in the Trade at Birmingham.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., May 3.

There has been a rain of iron of late, some of it going to unwilling recipients, though it was tendered "without money and without price." The buyers who have been waiting to gauge "the trend of events" seem to suddenly arouse about the same time and entered the market with full ranks. The result was there was a lively time of it, and for the present the aspect of affairs has undergone a favorable change. The buying has been general, and includes the pipe trade and the manufacturers of agricultural implements. The largest order in magnitude was for 20,000 tons. There were some orders for 10,000 tons, while there was a right smart sprinkle of 5000-ton orders. In medium-sized and small orders there was a deluge. Altogether it has been a very satisfactory trade and has given good heart to the iron men. As for quotations, they are officially stated to be on the basis of \$7.25 for No. 2 foundry. But just now the iron trade is not of one mind and one hears of variations in price that

appeal to his credulity. But it is reasonable to conclude that the demand was sufficient to firm prices. The trade in warrant iron, which but a short time ago verged on demoralization, has improved in prices and figures that prevailed have been declined and marked up.

The export trade is quoted by some as being lively in inquiries, but leading to no result, while others report it as practically dead, because of the paucity of ocean room offering. The extra rate of insurance to cover war risk amounts to only about 1 $\frac{1}{2}$ cents per ton, so that cuts no figure in it. It's simply a question of ocean room. The medium of ocean transportation is foreign bottoms, and the ownership of the iron is transferred to the foreign buyer when loaded on the vessel. Being non-contraband of war, and under a neutral flag, it has safe conduct on the high seas to its foreign owner. We cannot expect much in this direction at this season of the year, but in the present condition of things precedent may count for nothing in the great changes possible and which no man can foresee.

For a time it looked as if the war would be a detriment to all important enterprises here, but after the second sober thought confidence is strong enough to consider and mature the plans for a steel mill which is mighty near the stage of certainty. In fact, it is so near that one is tempted to anticipate the short intervening time and announce it as a fact.

The rolling mill reports a fine trade in its plate department, which it is supposed is due to government needs. In its general trade there has been small falling off. The minor industries report business as good, and, considering that a war is on hand, the amount of business coming in has been a surprise. Some of the more important shops are still refusing new business and some are running double shifts and utilizing every hour in the twenty-four. The business is of a general and miscellaneous character.

J. M. K.

Eine Abtheilung für Handel und Fabrikation in den Vereinigten Staaten.

[Bulletin No. 20, United States Export Association.]

Der Manufacturers' Record von Baltimore, der so eine grosse Macht nicht allein für die Entwicklung des Südens, sondern auch für die besten Geschäftinteressen des gesamten Landes bildete, und der bei allen grossen Tagesfragen, einschliesslich Tarif, Finanzen, u. s. w. stets kräftig für das Rechte eingetreten ist, hat wahrscheinlich nie eine bessere Bewegung geleitet, als die der Nationalen Vereinigung von Fabrikanten vorgeschlagenen Schöpfung einer Abtheilung für Handel und Fabrikation durch den Congress der Nation. In einem Brief an die Vereinigung zur Zeit, als diese Angelegenheit vor zwei Jahren zur Sprache gebracht wurde, gab Herr Richard H. Edmonds, der Herausgeber des Manufacturers' Record einige Thatsachen und Zahlen betreffs des wunderbaren industriellen Aufschwunges dieses Landes und der Nothwendigkeit der Ausdehnung unserer ausländischen Handelsinteressen, die der Wiederholung und eines sorgfältigen Studiums der Geschäftswelt Amerikas, wohl wert sind, sowie der des Auslandes. Dieselben zeigen klar die dominierende Stellung dieses Landes und weisen auf den Einfluss, den unsere geschäftliche Entwicklung auf die industriellen und commerciellen Interessen der Welt zu haben bestimmt ist, hin. In seinem Briefe an diesen Verein, der die prompte Annahme von Beschlüssen zur Folge hatte, die den Congress aufforderten diese Abtheilung für Fabrikation und Handel zu schaffen, sagte er unter Anderem folgendes.

WAR AND THE RAILROADS.

Revenue to Southern Lines from Movement of Troops and Supplies—Excellent Facilities for Transporting Large Bodies of Men—An Encouraging Outlook.

The effect of the war upon the railroad lines of the South has been the cause for much thought, not to say anxiety, among their security-holders in this country as well as abroad. It had been generally thought the property of Southern companies having terminals at tidewater might be exposed to the danger of attacks owing to the proximity of the Southern seaboard to the scene of operations, but the harbor protections have minimized this danger. It has also been feared that hostilities would result in a great decrease of travel in the South, and that the railroads in question would suffer a falling off in their business in common with the lines throughout the country. Thus far, however, the Southern railroads have been benefited rather than injured. Moving of troops to the points of mobilization at Chickamauga Park, near Chattanooga, Tampa, Fla., and Mobile, Ala., has proved an unexpected source of revenue.

Commands from all portions of the country have been en route for a fortnight, and up to date several thousand men have been transported to the camps. The ordinary passenger coach will carry sixty passengers on the average. Consequently, many extra passenger coaches have been needed, to say nothing of the baggage and freight cars for tents, horses and equipage. Cannon and war material, large quantities of provisions and other supplies needed for the camps have been brought from a distance, making another item in the railroad revenue which is very important, as continual shipments will be required until the armies leave the points of concentration. Most of the Southern railroad companies will be benefited throughout the war from this cause, as the movement of troops and supplies will be principally in the Southern States.

The excellent condition of Southern railroads has been shown by the manner in which they have handled the troops and their equipment. Thus far not a single fatality has occurred on any of the railroads in the Southern States in the dispatch of regular or special trains. The powerful locomotives now in use on most of the lines have caused the Southern companies to make a record for fast time, and although in many cases trains of ten to fifteen cars have been made up to follow each other at intervals of but a few moments from this or that city, speed of thirty to forty miles an hour has been maintained for long distances with delays of no more than a few moments at a time. The heavy steel rails and solid construction of the roadbeds allow fast time to be made without danger of accidents. To give an idea of the extent of the train service it may be stated that during one day recently the Southern Railway Co. alone handled over 100 carloads of troops, taking them to Chickamauga. The Illinois Central in twenty-four hours recently handled fifteen special trains from Northern and Western points to Southern camps. The Louisville & Nashville, the Nashville, Chattanooga & St. Louis, Seaboard Air Line, the Mobile & Ohio, the Atlantic Coast Line and Plant system have also been taxed with this traffic, but, as already stated, the various schedules have all been carried out without accidents of any importance and but few minor delays.

Regarding the business of the Southern lines a director of the Louisville & Nashville Railroad is quoted as saying that

this system would be a large gainer in both its coal and its iron traffic, not to speak of the transportation of troops and of food supplies intended for the army. He thought that general business in the South might be affected as much by war as in any other part of the country, but that a reduction in this respect would be more than offset in other ways. He was convinced that the business of export via the Gulf ports would not be at all checked except the small tonnage which has been accustomed to move in American vessels. The railroads will command the coastwise traffic.

As regards the Southern Railway, its officers fear no diminution of their earnings from the war. A traffic official of the company said that it would certainly secure a very fair share of business which the coasting lines have been accustomed to handle. The Southern's lines have direct access to the seat of army operations, and will be certain to continue to benefit from activity of war supply movements. Similar statements were made by a representative of the Mobile & Ohio Railroad Co.

An official of the Illinois Central is quoted to the effect that no stockholder need be at all anxious as to the effect of war upon the revenues of the road. Not only has there been of late a continued marked gain in the general traffic of the company, but there is also much revenue accruing from the transportation of troops and of government supplies, for which the road is the natural outlet to the Gulf, as it controls its own line from Chicago to New Orleans. The Illinois Central officials expect that their system will profit in its New Orleans business from this war in as large proportions as it did during the civil war, when its road to Cairo was a basis of supplies. It is thought that the company's export business in foreign vessels will suffer no interruption. There will be a minimum of risk attached to this traffic, though it will go through a district so near to the probable seat of naval operations. President Fish, it is understood, participates in these views.

It is stated that the Missouri, Kansas & Texas and other Southwestern roads expect to do as usual whatever export business comes their way at this season of the year. They may lose a little freight which coastwise steamship lines ordinarily deliver to them for local Southwestern distribution, but this will be more than made up by the long-haul traffic both north and south bound which before went by the water routes. The shipping of live stock from the Southwest is now starting and will keep the roads fully employed for a long time.

FOR TENNESSEE'S FUTURE.**Topics to Be Considered at the Industrial Convention.**

Among the many syndicate articles prepared in advance of the meeting this month of the Tennessee Industrial Convention at Nashville upon a plan for increasing the interest in that gathering is one by Mr. Herman Justi, who has been energetic in the preliminary work of the convention. These articles are intended to apply systematically to all classes in the State, and Mr. Justi's paper calls for model farms. It takes the ground that every railroad in the State should establish experimental farms, inasmuch as they would help every farmer in Tennessee; they would be object-lessons for them and for intending immigrants that would be more potent than any other which could be given. He says:

"Should the Tennessee Industrial Convention lend its powerful aid to influence the railroads of Tennessee to establish

such a system, it will be evidence to the people of the State that their interests are not ignored; and, further, if it succeeded in convincing the railroads that such a step upon their part would be wise, and the railroads of the State at once establish such a system, the Tennessee Industrial Convention will have earned, and will have the gratitude and the support of the people of the entire State. It will mark the beginning of a happier day in Tennessee when prejudice shall melt away and all the people are resolved to work together for developing to the utmost the magnificent possibilities of one of the most favored sections in the whole world.

"Another effect of such a system will be to produce a sentiment in favor of better wagon roads; better wagon roads would mean more accessible markets, and these, in turn, would mean an increase in the productive power and in the value of farming lands. It also means higher values of all taxable property, greater general prosperity, lower tax rates and more just and more equal assessments.

"Never before in the history of Tennessee has such an opportunity been presented for helping ourselves as the present occasion affords. Shall we not embrace it, and go forward to achieve that glorious destiny which is ours only if we earn it by the labor of our hands and the activity of our minds?"

Twenty-five topics have been chosen for consideration by the convention. Of these, five relate to the subject of taxation. They are "The Exact Operation of Our Tax Laws Upon Manufacturing, Mining and Quarrying Enterprises Defined," "In How Far Can Tennessee's Legislature Correct the Evil Effects of Our Tax Laws," "The Tax Laws of Southern States Competing With Tennessee for Commercial Supremacy," "The History and Functions of Tax Commissions in Other States" and "A Comparative Statement of Tax Values and of the Expense of Government in Tennessee in the Past Ten Years." Other kindred topics are "Some Facts and Figures on the Subject of Waste," "A Few Facts Showing the Amount of Money Sent Away from Tennessee Annually That Should Be Spent at Home" and "Banking as Related to Industrial Development," while other topics cover the industrial and agricultural possibilities of the State, one of them dealing with the desirability of establishing industrial or mechanical schools and another with Tennessee as an inviting field for the manufacture of textile goods.

NEW ORLEANS DRAINAGE.**Central Power Station of the Extensive System.**

The corner-stone of the central power station of the drainage system for New Orleans was laid last Saturday, and the ceremony is regarded as the formal beginning of the greatest work ever undertaken by the city, involving, as it probably will, an expenditure of \$10,000,000. For the present work the contract was given the lowest bidder, the National Contracting Co., of New York, of which Mr. Frank P. Mullen is general manager. The station is planned to contain ultimately sufficient boiler, engine and generator capacity to deliver at the several pumping stations enough power to perform, through the pumps, 5000 horsepower of work. It is intended that the provisions made in the plans for power should be so ample that a surplus may be available for lighting, pumping or other uses of the corporation of New Orleans, thus enabling it, to a considerable extent, to own and operate its public service.

FOR ALABAMA'S WELFARE.**Plans of the Industrial and Commercial Association.**

At the annual meeting of the Alabama Commercial and Industrial Association at Birmingham business of considerable importance to the future of the State was transacted. A resolution was adopted providing for the publication of 20,000 copies of a pamphlet showing the advantages of Alabama, to be distributed at Omaha this summer. A committee of five was authorized to memorialize the legislature for an appropriation to be expended under the direction of the commissioner of agriculture in systematically advertising the State through the East and West.

There were a number of interesting papers presented. In one on "Railroad Transportation and Its Relation to Commerce," Mr. F. G. Shepard sketched the growth of roads in Alabama, and showed how the industrial development in the State was dependent upon the railroads. He attributed to them the wonderful development of the coal and iron industries and the enormous increase in the number of cotton spindles. He said that there were cottonseed-oil mills in the State, exclusive of the one in Mobile, which paid to the farmer \$1,000,000 a year. Not one of these plants, he argued, would have been possible but for the railroads.

Mr. B. Steiner spoke on "Small Industries and Their Financing." He thought Alabama might have a larger number of small industries under a different system of taxation, and he offered a resolution to the effect that a committee be appointed to prepare an address to the taxing powers of the State, urging the necessity of uniformity and equality in the execution of tax laws. This resolution was lost, however, because it was believed that it might be construed into a reflection upon officials. A resolution was adopted asking for a committee of three persons on national development, its chief duty being to disabuse the minds of Northern capitalists of misunderstanding about the South.

The officers for the year were elected as follows: President, F. Y. Anderson, of Birmingham; vice-presidents, W. R. P. Wilson, E. B. Joseph, S. H. Dent, T. G. Bush, A. Hornberg, A. M. McGee, T. S. Kyle, H. B. Scott and B. Steiner; secretary and treasurer, A. B. Kennedy, of Mobile.

Though the output of coal in Alabama has begun to fall off a little, more is being mined now than ever before at this time of the year. Much of the output is being shipped to Mobile and other Southern coast towns, a portion of it intended for use of the navy. A great deal of coke from Alabama is going into Mexico. The Republic of Mexico uses from 600,000 to 700,000 tons of coke a year, and the trade which has been recently developed between that country and Alabama is not affected by the war, as the shipments are made by an all-rail route.

It is announced that the completion of the reorganization of the Anniston Car Works has been made.

The Elliott Car Co., at Gadsden, has recently secured contracts for 450 coal cars and box cars. It is thought that this will mean employment all the summer for 300 men.

Hostility to Corporations.

The sentiment of hostility to corporations which a class of politicians make it their business to continually keep before the people as a living issue, one by which they hope to gain office, but for no reason of the public good, is pernicious and short-

sighted, and greatly injurious to the industrial development of the State. A corporation, whether it be a bank, a factory, a railroad or a company of individuals united for the purpose of carrying on any business whatever, is valuable to a community in that it does not die; it has the capacity of succession, and the death of its president, its secretary or any other officer does not necessarily affect it. It continues to do business, it grows yearly stronger and capable of doing more business. It becomes a permanent institution on account of its various branches, its correspondences, its connections. When a member of a firm dies a new firm is formed, often with a different name; there must be a winding up of the old business and a new one started. When an individual dies there must be a disposition of his effects and his business dies with him. But with a corporation it is different. You have business with a bank today, tomorrow the president dies, but the relation of your business is unaffected; it is with the bank, not the president. Corporations conserve the wealth of a community; they keep it intact; it is corporations, by virtue of their power of succession, which serve to make a community permanently rich. Col. J. B. Kilfeather, writing on this subject in a recent issue of the Baltimore Manufacturers' Record, says on this point:

"Through the agencies of corporations New England is 'shaking every bearing tree and catching in its lap the most precious products of every State.' Her insurance companies, trust companies, banking institutions, cotton and woolen factories, carpet and shoe factories, establishments for making glassware, fancy goods, buttons, cans, clothing, combs, food preparations, in the aggregate making over 26,000 manufacturing establishments, with an investment of \$630,000,000, are all run under corporate powers. Nor does this include the hundreds of millions invested in railways, ships, wharfs, etc. These corporations have made the whole of New England rich in the midst of natural poverty, and in a most rigorous climate. Give to the people of the South the same advantages that New England has derived from the free use of corporate powers and every farmer will be made glad, every waste field will be reclaimed, every hillside will bear fruit and every child will be educated."

The hostility to all forms of aggregated wealth must be overcome before our State can prosper. Instead of attacking New England because she has these great corporations which have made her powerful, why not take the other view and say, "Since corporations have made New England rich, we will get corporations ourselves, we will encourage their growth and will help them all we can, confident that their interests are our interests, that prosperity for them means prosperity for us all."

Here is an important question, one which should be reflected on by every citizen of the State. The prejudice to corporations does exist to a certain extent among certain classes in the State, but corporations are necessary to the State's advancement and development. The farmer and the industrial class should realize this. They can hope to make nothing out of politics, but if the State and its interests prosper they can hope to be partakers in the general prosperity which ensues. The industrial convention should lead in this educational work.—Nashville American.

The Chattanooga (Tenn.) Chamber of Commerce has appropriated \$50 to be used by its immigration committee in advertising the city.

COMMERCE.

This department is devoted to a record of the rapidly developing commerce of Southern ports.

TRADE WITH SPAIN.

Exchange Between It and the United States Comparatively Slight.

Mr. Frank H. Hitchcock, chief of the section of foreign markets of the United States Department of Agriculture, has prepared a bulletin on Spain's foreign trade during the period of 1891-1895. Of the foreign commerce carried on by Spain during that period about 70 per cent. was with France, United Kingdom, Cuba and the United States in their order. The United States represented 6.32 per cent. of this trade, the average yearly value of goods transferred being \$19,916,075. The United States ranked third among the sources of Spain's import trade, furnishing goods that had an annual valuation of \$17,101,983, or 10.34 per cent. of the value of all imports.

On the other hand, the average annual value of goods sent from Spain to the United States was \$2,814,092, or only 1.88 per cent. of the total shipments to all countries. The principal agricultural imports to Spain in the order of their value are cotton, wheat, tobacco, sugar, hides and skins, coffee, cacao, wool and live stock.

Cotton, which holds the foremost place among the agricultural imports, was imported to the extent of \$15,730,667 per annum. Of the cotton imported, 75.21 per cent., measured in value, came from the United States, the sum paid for it averaging \$11,830,544 per year. Stated in quantity, the average imports of cotton into Spain were 141,236,849 pounds a year, and of this amount 106,401,697 pounds were procured from the United States. The percentage of wheat imports from the United States was 8.08, of wheat flour .57, of other cereals 2.52, of leaf tobacco 21.58, of hides and skins .04, of coal .17.

The percentage of tonnage of merchandise carried by vessels entered and cleared at Spanish ports in Spain's trade with each of the principal foreign countries was 3.91 for the United States.

Trade With Baltic Ports.

From time to time the Manufacturers' Record has referred to the opportunity for the export business with Denmark, which should be utilized by Southern merchants.

A deep interest has been manifested in this country, especially by the business men of Louisville, Ky.,

which has been in a great measure due to the efforts of Mr. Charles E. Currie, Danish vice-consul, who has already contributed several interesting communications on the subject to this paper.

Mr. Hans Schack, representative of the United Steamship Line, which has a fleet of vessels plying between Denmark and the United States, was recently interviewed on the subject of export trade.

Referring to his company, which has a vessel line out of Newport News, he said:

"I learn that 1,000,000 bales of American cotton are shipped annually to Russia. The line of steamers running direct from Newport News to the Russian ports has overcome a condition which exporters disliked. Formerly their shipments had to be made to Liverpool and Bremen and other English and German ports, and then rehandled. This new line obviates that. I believe the people of Denmark and Copenhagen know more about Louisville than they do about New York. Much of this is due to our consul here, Mr. Currie, who has taken so much

interest in opening up relations with Denmark.

Coal and Coke Shipments.

The coke trade of the upper Potomac region of West Virginia is extremely active considering the war outlook. The total shipments for the week ending April 9 were 3702 tons, and for this year to date the shipments have been 63,758 tons, as compared with 48,908 tons for the same period last year.

The coal shipments from the George's Creek-Cumberland region by rail for the week ended April 23 aggregated 88,622 tons, by Chesapeake & Ohio canal, 6489 tons, and for the year to date 1,236,357 tons, an increase of 161,853 tons over the corresponding period of 1897.

The coke trade between Alabama and Mexican points continues to be brisk in spite of the war. Shipments are being made regularly, and the Jefferson Coal & Railway Co., of Birmingham, Ala., which is one of the largest exporters, is operating its ovens to their full capacity. It is stated that altogether the Mexican manufacturers use about 700,000 tons yearly. The exports from Alabama have begun only recently, as mining companies of West Virginia and Maryland have heretofore obtained the bulk of the business.

Prospect for Grain Exports.

It seems to be the general belief among exporters that vessels flying the British flag will be allowed to trade between the United States and foreign countries without the danger of capture either by the United States or Spain. The friendship of this country for Great Britain and the intimate commercial relations between the two would absolutely prevent such a step, while Spain dare not, knowing the consequences which would ensue. Consequently, the grain trade, it is believed, will be but little affected, and, according to New York dispatches, exporters purchased during the month of April very large quantities of wheat and grain which will be sent abroad in British bottoms. It is the opinion of European experts that the supply of breadstuffs in Great Britain and on the Continent is extremely low, and Russia will be unable to fill the demand. Therefore the grain trade of the United States promises to continue on a large scale in spite of the war, which will be another factor in keeping the balance of trade in our favor.

Baltimore Steam Packet Co.

At the annual meeting of the Baltimore Steam Packet Co., operating the Old Bay Line, the present directors and officers were re-elected, with the exception of Hon. William Pinkney Whyte, who is succeeded by Solomon Frank, of Baltimore. Mr. R. C. Hoffman, who has been the executive head of the company for several years, was unanimously re-elected.

New Route to Asiatic Ports.

The construction of the railroad line through Mexico between Coatzacoalcos, on the Gulf of Mexico, and Salina Cruz, on the Pacific coast, opens up a new route for the export of Southern products to Asiatic ports. This line, which is 160 miles long, was constructed under the auspices of the Mexican government.

Messrs. Pearson & Co., English contractors, have arranged to build jetty systems, wharves, etc., at both of the terminal points. It is stated that the harbors allow the entrance of large vessels, and that arrangements are to be made to operate a steamship line from the western terminus to China and Japan. Southern merchants can ship from the Gulf

ports to the Atlantic terminus of the railroad, thence across to the Pacific side and by steamer to the proposed destination. This route, it is estimated, is much shorter than any other now in use at present.

Bay Steamer Schedules.

Owing to the government regulations, which forbids vessels from leaving or entering Baltimore harbor after dark, the Old Bay Line and the Chesapeake Line of steamers have changed the hour of sailing from 6.30 o'clock to 5.30 o'clock. The steamers of the Old Bay Line will leave Union Dock, not touching as in the past at Canton wharf. As considerable alarm has been caused by newspaper reports relative to the placing of mines and torpedoes in the channel, the Manufacturers' Record is authorized to state that the vessels of both the Chesapeake Line and the Old Bay Line are of such light draught that there is no possibility of striking these obstructions; however, to guard against any possible danger, the Baltimore Steam Packet Co.'s vessels will not go through the regular channel, as there is sufficient depth of water outside to allow them to take an independent course.

Jottings at the Ports.

More than 8,000,000 bushels of grain was shipped from Baltimore during the month of April, and it is expected that this month will prove a record-breaker.

According to a New York dispatch, in view of the success Alabama pig-iron producers have met with in Europe, makers in Nova Scotia are now said to be investigating the possibilities of the export trade.

The Merchants & Miners' Transportation Co. announces a change in its time schedule as follows: Steamships will leave Baltimore for Providence, R. I., Tuesdays, Thursdays and Sundays at 4 P. M.; also for Newport News and Norfolk on the same days at the same hour.

A recent arrival at Charleston, S. C., was the British steamship Indravelli from the East Indies. The cargo consists of 28,000 bales of jute butts and 2500 cases of shellac. The 28,000 bales of jute would be about equal to 23,000 bales of cotton. From this it can be seen that the Indravelli is a very large ship. The jute butts, as is well known, are used in the manufacture of cotton bags.

It is understood that the proposed steamboat line on the Mississippi river, which has been agitated by the commercial men of St. Louis, especially the Merchants' Exchange, will be in operation within a few weeks. What is known as the White-Collar Line, running between Cincinnati and New Orleans, will use at least a portion of its fleet for trade between St. Louis and the Louisiana metropolis. It is calculated that at least three steamers will be put on at first, the number to be increased as business demands.

The Knoxville Chamber of Commerce is considering a proposition of representatives of Hans Rees' Sons, of New York, one of the largest tanning establishments in the United States, for the establishment of a branch tannery at Knoxville. They are seeking to secure a free site of about eighteen acres. The size of the proposed plant would probably represent a pay-roll of 150 men, or about \$35,000 or \$45,000 per annum, and an expenditure of about \$60,000 more for bark, etc., beside the purchase of material for the buildings and machinery. The matter is merely tentative at present.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Along the Illinois Central.

The industrial development along the line of the Illinois Central Railroad has been from time to time referred to in the Manufacturers' Record. The work of Industrial Commissioner Power has been strikingly illustrated by the diversity and importance of the factories recently located and others proposed. Since July 1 last the Illinois Central has had more new manufactures located on its system than in the whole of the preceding year.

Among the industries recently started are plants and manufactures for the production of spokes and wheels, organs, road scrapers and heavy machinery, condensed milk, cereal materials, cottonseed-oil mills and saw mills. In all 1100 employes will be engaged in these factories, which represent a capital of more than \$1,000,000. Six of the new plants have been located south of the Ohio river.

Jackson, Miss., has secured three new cottonseed-oil plants. These are all independent concerns, and have no connection with the American Cotton Oil Co. Of the manufacturing plants nearly all have gone South in order to be nearer the lumber districts. The wheel and spoke plant removed from Indiana and the others went from Northern Illinois.

A Proposed Alabama Line.

In a letter to the Manufacturers' Record, Joseph Shackelford, of Danville, Ala., one of the directors of the Decatur, Danville & Southwestern Railroad Co., writes that it is proposed to build from Decatur to some point on the Kansas City, Memphis & Birmingham Railroad, or on the Georgia Pacific branch of the Southern, either Jasper or Cordova, and to extend ultimately to Tuscaloosa, Ala.

From Decatur to Jasper the distance is about eighty miles, to Danville eighteen miles. This proposed road will penetrate forests of chestnut and oak, also a forest of long-leaf pine. He writes as follows: "It will go through coalfields within six or seven miles of Danville and will pass through the coal-fields of the Warrior river and its tributaries. Those who are working for this road are now securing the rights of way along the line and have been quite successful so far. We have secured some stock and the promise of more, but we wish to secure the rights of way all along the line, and donations, before we approach any company or capitalists on the subject of building it."

Sievern & Knoxville.

According to a dispatch from Charleston, S. C., the present owners of the Greenwood, Anderson & Western Railroad have completed it to Batesburg, S. C., from its original terminus, a distance of eight miles. The company has secured a charter under the title of the Sievern & Knoxville Railroad Co., and has elected the following directors: Richard A. Springs, of New York; Messrs. F. W. Wagener, George A. Wagener, J. E. Burke, of Charleston, and Mr. Isaac W. Fowler, of Aiken. The directors elected the following officers: Richard A. Springs, president, and P. F. Sullivan, secretary and treasurer.

Pecos Valley Extension.

Arrangements have been made for the proposed extension of the Pecos Valley Railway into Texas to connect with the Fort Worth & Denver City road at Amarillo, Texas. The present northern

terminus of this line is Roswell, New Mexico, and it traverses the valley of the Pecos river, one of the most fertile in the Southwest. In a letter to the Manufacturers' Record, E. O. Faulkner, of Eddy, New Mexico, receiver and manager, writes as follows: "The contract for the extension of the Pecos Valley Railway, which, after the reorganization is completed, will be known as the Pecos Valley & Northeastern Railway, between Amarillo and Roswell, has been let and work will start May 1. Mallory, Cushing & Co., of Chariton, Ia., have the contract. The distance is 206 miles, and it is intended to have the road completed by December 15 next."

Tennessee Northern Extension.

It is stated that the Cumberland Coal & Iron Co. and the Tennessee Northern Railway Co. are making arrangements to carry out further plans for the development of their property in the vicinity of La Follette, Tenn. They own about 35,000 acres of land in Campbell county, and, it is reported, will extend the railway now in operation to Jellico through to this property, a distance of twenty miles, also to Middlesboro, Ky., a distance of thirty-three miles. The Cumberland Coal & Iron Co., it is announced, have made arrangements to export a large quantity of lumber through Messrs. Jones & Wythier, of Boston. They are preparing to begin operations with two mills, having a capacity in all of 100,000 feet of lumber daily. It is also stated that the company is preparing to furnish furnaces in the vicinity with from 150 to 300 tons of ore daily.

Railroad Notes.

Charles B. Sloat has been elected general passenger agent of the Chicago, Rock Island & Texas system. He has been acting as assistant general passenger agent.

The South Atlantic & Ohio Railroad Co. has been sold by order of the court to a representative of the Clyde Steamship Co. and others, who are bondholders of the line. The line is seventy-one miles long and connects with the Louisville & Nashville system at Big Stone Gap, Va.; also with the Norfolk & Western at Bristol, Tenn.

The issue of the Baltimore & Ohio's "Book of Royal Blue" for April is one of the best numbers of this magazine which has yet been published. It is largely devoted to Atlantic City, and contains a number of very good illustrations of this noted resort. A number of other features contribute to make it one of the best, if not the best publication issued for advertising purposes by American railroad companies.

The announcement is made of the death of Charles H. Phinizy, late president of the Georgia Railroad & Banking Co., and a prominent capitalist of Augusta, Ga. Mr. Phinizy had been in a great measure identified with the development of Georgia. For seventeen years he was president of the Georgia Railroad, one of the largest and wealthiest corporations of the South, recently retiring on account of ill health. He was also extensively engaged in the cotton business.

The issue of the Official Railroad Guide for May is especially interesting to those who intend making summer trips, as it contains a number of changes of time, also special timetables to mountain and seashore resorts, which make it indispensable to the traveler. This is without doubt the most accurate publication of the kind in the world, and although the many timetables which it contains must be revised monthly, it can be relied upon in all cases for accuracy.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

The Handling of Cotton.

The whole question of cotton handling—the round bale vs. the old square bale—is fully presented in a handsome pamphlet of seventy pages just issued by the American Cotton Co. In this pamphlet the merits of the new system are clearly set forth, the details of operation are given, with a list of the plants working last season, a list of mills using the round bale and much other information. In this pamphlet the company says:

"The method of the American Cotton Co. throws open the use of the round-bale machinery to the entire cotton-producing, ginning, handling and consuming world, and on terms that are liberal and just and make it to the interest of every community to secure one for the putting up of its cotton; to every ginner to put in one for the profit there is to himself and his customers; to every railroad to have them put up at every station upon its lines; to the insurance companies, the warehouses, the steamships, to the cotton buyers and to the mills."

No one interested in cotton as a grower, ginner, handler or manufacturer can afford to ignore the vital question that now

interests all cotton circles, viz., the relative advantages of the round-bale system and the old square bale. A copy of this pamphlet will be sent free to any address by the American Cotton Co., 310 Merchants' Exchange Building, St. Louis, Mo.

A New Roller Gin.

At last week's meeting of the New England Cotton Manufacturers' Association at Boston, Mr. Thos. W. Prior, of Philadelphia, read a paper on the new Prior roller gin. He quoted Mr. Edward Atkinson to show the loss from defective ginning, and claimed that the new gin preserves absolutely the natural length of the staple, straightening the fiber in the ginning and increasing the value of the cotton in the open market three-fourths of a cent per pound, or a total on the crop of 1897 of \$33,750,000, and said:

"The basic feature of the new gin is, of course, the patented roll, which is so tenacious in its grip that it removes all the cotton from the seed, preventing the percentage of loss on motes and picker waste, and absolutely preserving the length of fiber, presents the cotton in perfect shape for the spinner."

"The roll is composed of horse hair imbedded in rubber, with the ends of the hairs pointing outward, each hair constituting an indestructible tooth; the roll surface presenting about 3360 of these teeth to the square inch, which, projecting the infinitesimal part of an inch above the rubber, form a surface so tenacious that it has fully as strong a grip on the cotton staple as the saws of the saw gin without their fatal effect on the fiber."

"The vulcanized rubber and horse-hair teeth combined wear as leather wears around a metal nail in the sole of a shoe; for, as the nail always projects slightly as the leather wears around it, so these teeth in use always remain a trifle above the rubber, sufficiently to keep a perfect grip upon the cotton. Actual use has

demonstrated that the roll will stand the hardest kind of wear for three or four seasons before renewing."

"In the ginning the cotton is thrown into the hopper directly upon an exposed part of the roll, which seizes the fiber, carrying it toward the presser blade, where it is met by a plunging comb, which pushes back the seed and foreign particles, allowing the pure cotton to pass under the presser blade, while the seed and other substances are expelled from the hopper in the opposite direction."

"The cotton is then carried around by the roll until it meets an underneath brush, which removes it from the roll, allowing it to fall upon a moving screen which permits the sand and leaf particles to sift through, the cotton then being carried in a 'bat' upon a movable apron to the press."

From Old to New.

Much of the basis of competition of cotton mills in different parts of the country seems to be a matter of machinery. In a paper before the recent meeting of the New England Cotton Manufacturers' Association, Mr. Malcom Campbell, of Woonsocket, R. I., presented some interesting figures showing what can be saved by revamping mills having old machinery. The figures quoted were for a mill which in 1895 was working with old machinery and in 1898 with new. He allowed 11 per cent. on the price of labor in favor of the year 1895. The mill makes on an average 31,50 yards from about 4,25 hank rolling. The total cost for everything was \$8,75 per pound in 1895 and \$6,99 a pound in 1898, a saving of \$1,76 a pound. Itemized the cost of the total of labor and supplies per pound was as follows:

	1895.	1898.
Carding	\$.990	\$.648
Spinning	1.499	1.214
Slashing .....	.967	.758
Weaving	3.681	3.099
Power .....	.425	.431
Clothesroom .....	.168	.196
Lighting .....	.054	.021
Miscellaneous .....	.830	.271
Office and superintendent.	1.022	.769

10,000-Spindle Mill for Cedartown, Ga.

Arrangements have been completed for the erection of another cotton mill at Cedartown, Ga., and application has been made for the incorporation of the new company. It is to be known as the Paragon Mills, with capital stock of \$50,000, and privilege of increasing to \$300,000 upon a vote of stockholders. Organization has been effected by the election of Mr. M. O. Berry, of Columbus, Ga., as president, and A. W. Birkbeck, of Cedartown, as secretary-treasurer, and they will soon award contracts for the erection of the necessary buildings and the equipment of machinery. The main building will be 250x110 feet in dimension, equipped with from 7000 to 10,000 spindles and complementary machinery for the production of yarns for hosiery and underwear mills. Each week the new plant is expected to consume from 100 to 125 bales of cotton, transforming them into about 50,000 pounds of the finest yarns, and 260 hands are to be employed.

Annual Meeting.

The annual meeting of the stockholders of the Graniteville Manufacturing Co., of Augusta, Ga., was held on April 21. The meeting was devoted to the transaction of routine business, the officers' reports being read and received with entire satisfaction. The company's two mills (Vaucluse and Graniteville) were shown to have been operated during the year past successfully. Graniteville Mill produced 14,130,300 yards of cloth, and Vaucluse Mill 6,444,122 yards of cloth, a total of 20,584,122 yards. The

company's capital stock is \$600,000, and a semi-annual dividend of 5 per cent. was declared, payable in July. Mr. H. H. Hickman was re-elected president, and the following directors: W. A. Latimer, W. E. McCoy, Samuel Tannahill, of Augusta, Ga.; Hamlin Beattie, of Greenville, S. C., and A. E. Hutchison, of Rock Hill, S. C.

Batting Mill at Tuscaloosa, Ala.

The proposed batting mill at Tuscaloosa, Ala., for which the Tuscaloosa Business Association has been negotiating, has been assured. The company that will erect it is now organizing, and will choose officers this week. Among those interested are D. J. Griffin (who will be manager), W. B. Oliver, Victor Friedman, E. B. Nuzum, A. M. McGehee, Mims Jemison, P. F. Brady (to be secretary), and Francis Brady. A building 65x210 feet in size will be erected at once and equipped with fifty roller cards, 125-horse-power boiler, 100-horse-power engine and other apparatus necessary for the production of cotton batting. About fifty people will be employed.

Marietta (Ga.) Knitting Mill Enlarging

The capital stock of the Marietta Knitting Co., of Marietta, Ga., has been increased from \$7500 to \$18,000, and some improvements will be made to the plant at once. The main building will be enlarged with a 35-foot addition, and new machinery will be installed, including fourteen knitting machines, dryers, finishing machinery, etc. This improvement will give the mill a daily capacity of nearly 200 dozen hose. Messrs. R. H. Bothwell and J. H. Barnes are managers of this enterprise.

New England Cotton Men.

At the annual meeting last week of the New England Cotton Manufacturers' Association, at Boston, the following officers were elected: President, Stephen A. Knight, Providence, R. I.; vice-presidents, Fred C. McDuffie, Boston, Mass.; Henry T. Whitin, Northbridge, Mass.; directors for three years, George F. Whitten, Manchester, N. H.; John Tempest Meats, Taunton, Mass.; director for two years, Charles H. Richardson, Clinton, Mass.

The Cotton Movement.

In his report for April 29, Secretary Henry G. Hester, of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight to date was 10,526,896 bales, an increase over last season of 2,304,703 bales; exports 6,654,910 bales, an increase of 1,204,987; Northern spinners' takings 2,131,268 bales, an increase of 537,061, and Southern spinners' takings 879,716 bales, an increase of 44,898 bales.

Textile Notes Abroad

The advance sheets, No. 27, of consular reports contain considerable information of value to those engaged in the textile industry. Wm. P. Atwell, commercial agent at Roubaix, France, states that two new cotton-spinning mills were started in Lille in 1897. There was a heavy production of coarser numbers of cotton there, but the production fell off one-third during the second quarter of 1897 at Roubaix, while work slackened also at St. Quentin. The flax-spinning mills at Lille are working at full force with an increase in the number of bobbins. Production in woolens fell off at Cambrai and at Avesnes.

Thomas Ewing Moore, commercial agent at Weimar, Germany, reports that during 1897 the value of cotton imports at Bremen was \$42,721,000.

Consul-General Gowdy, of Yokohama,

Japan, reports that in December, 1897, there were in operation in Japan sixty-five spinning mills with 773,738 spindles. During the year 20,471,141 pounds of cotton were consumed. There were 12,672 male operatives and 42,656 female operatives.

The decrease of the crop of hempseed was so great in Russia last year that at some parts the sale of the seed ceased soon after the opening of the season. The harvest of flaxseed was 28.5 per cent. less in 1897 than in 1896.

Textile Notes.

The Southern Cotton Spinners' Association will hold its annual convention at Charlotte, N. C., on May 12.

The Modena Cotton Mills, of Gastonia, N. C., contemplates the erection of a new mill, to be devoted to the production of yarns only.

The Alberton (Md.) Cotton Mills are busily engaged in filling orders for army tents and other cotton-duck material for the national government.

The Newport Cotton Mill, of Newport, Tenn., is to be sold May 18 at special commissioner's sale by Mr. John Fisher. The plant includes 192 looms, dyeing and drying machinery, necessary power plant, etc.

Work is progressing on the addition to the Liberty Woolen Mills at Bedford City, Va., and the entire equipment of machinery in the old building is being overhauled and repaired. Some new machinery is also to be added.

The Pelham Mills, of Pelham, S. C., is making some improvements to its plant. A new 600-horse-power engine is being installed, also 1000 spindles and some additional machinery will be installed in the mill's paper-box-making department.

The Millfort Mill Co., of Fort Mill, S. C., will rebuild the portion of its mill that was recently destroyed by fire and will equip with the latest improved machinery obtainable. Lappers, drawing, carders, etc., will be required. Mr. W. A. Watson is president.

The Norwood Cotton Manufacturing Co., of Norwood, N. C., reported in this department last week as fully organized, will build at once a 5000-spindle cotton mill, using twistlers, and is now ready to correspond regarding the purchase of the necessary machinery. Dr. J. A. Tyson, secretary, can be addressed.

The Marietta Knitting Co., of Marietta, Ga., is doubling the capacity of its plant and putting in considerable machinery. The present equipment contains thirteen knitting machines. Machinery for finishing fast-black hosiery, Bress dryers, etc., is wanted and bids on same will be received now. Mr. John H. Barnes is general manager of the company.

The newly-organized Oxford Knitting Mills, of Barnesville, Ga., recently reported, has received its charter. The building for the plant has been completed, and the machinery is expected to arrive this week. About seventy-five hands will be employed. J. C. Collier is president; E. C. Widdows, vice-president and secretary, and W. M. Howard, treasurer.

The United States Circuit Court has ordered the sale of the Batesburg Cotton Mill, of Batesburg, S. C. The date set for the sale is June 1. The property includes the entire mill plant, equipment including 3500 spindles, two 100-horse-power boilers, 150-horse-power engine, 100 looms, electric-light plant, twenty-seven cards, slubbers, speeders, slasher, calendar press, etc., all ready for operation. Mr. G. H. Suss is special master in this sale, and Messrs. R. M. Marshall & Bro. are the auctioneers.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, N. Y., May 4.

The upward movement indicated by our last report culminated in an advance in the prices of cotton oil of all grades. The features of the market include a stronger feeling, together with an increased demand, for domestic as well as for foreign consumption. The heavy advance in ocean freight, together with the increased cost of insurance incidental to war risks, conjointly checked what, under other conditions, would have proved a busy week in cotton-oil exports, notwithstanding the higher prices for the article itself. With regard to the market for provisions in its bearing on cotton oil, a strong speculative sentiment obtains at this writing, with prices steadily advancing. Lard particularly shows signs of increased strength, 5.92 cents being quoted for July delivery, Chicago, an improvement of 20 points in twenty-four hours, while September lard has sold up to 6 cents. Tallow is firm at 3½ cents, but in the event of sufficient freight room being obtained the market would probably advance. Summer yellow is selling at 24 cents, while 24½ cents is asked. Crude at this point is yet a scarce article, and 21 cents is asked by holders. There is

evidently a disposition on the part of holders, both here and in the South, to keep their stocks, pinning their faith to the belief that materially higher prices will soon prevail. The cessation of production and the position of allied markets would appear to strengthen this sentiment. With regard to the high ocean freights and insurance, it is believed, now that the Spaniards have suffered a very damaging defeat, it is only a question of a comparatively short time when they will give up the hopeless task of opposing our forces, when normal conditions shall again prevail and activity in cotton-oil trading, as in other lines, will proceed without the restrictions which at present hamper the trade. In England, Holland, France and Italy cotton-oil prices have been marked up. In England 1s. 3d. has been added to the former price (1s. 6d.), and in France a corresponding advance has been made. Winter yellow has been advanced to 27 and 28 cents by the leading producers. The following are closing prices: Crude, prime, 20 to 21 cents; crude, prime f. o. b. mills, 16 to 16½ cents; crude, off quality, 19 to 19½ cents; yellow summer, prime, 24 to 24½ cents; yellow summer, butter, 27 to 28 cents; yellow summer, off quality, 22½ to 23 cents; white summer, 25½ to 26 cents; yellow winter, 29 to 31 cents; white winter, 30 to 32 cents, and soap stock, 3½c. per pound. Exports for the week are 3507 barrels and receipts 6240 barrels.

Cake and Meal.—Advices from the United Kingdom are to the effect that there is a much better inquiry, as stocks of undecorticated in some markets are nearly exhausted, thus creating an improved demand for American decorticated. Prices of the latter are firm, both at the South and abroad. The scarcity of freights has advanced, prices of Egyptian cottonseed in England, April and May cargoes, being quoted at £5 2s. 6d.

Cottonseed-Oil Notes.

The seedhouse and several warehouses of the Victoria Cotton Oil Co., of Victoria, Texas, containing linters, cake and hulls, were destroyed by fire on the 26th ult. The engine-house and most of the

machinery were saved. The loss is estimated at \$3500 to \$4000, the buildings alone being insured.

Cottonseed products in Texas show but few changes in value. Cottonseed oil is firmer, while meal and cake are steady, with some foreign inquiry. Prime crude cottonseed oil is still quoted at 14½ to 15 cents, and prime summer yellow is offered at 16½ to 17½ cents; cottonseed cake and meal, \$15 to \$16.50, all f. o. b. mill at interior Texas points, according to location.

The market for cottonseed products in New Orleans is quiet, with no material change in values. Cottonseed oil is firmer, with a better demand for foreign shipment. Cottonseed cake and meal are both steady at previous figures. Receivers' prices are quoted as follows: Cottonseed, \$7 per ton of 2000 pounds net to the mills, no commission of any kind to be added; cottonseed meal, jobbing per carload at depot, \$17.50 per short ton of 2000 pounds; for export, per long ton of 2240 pounds f. o. b., \$18.75; oilcake for export, \$19 to \$19.25 per long ton f. o. b.; crude cottonseed oil, at wholesale or for shipment, strictly prime oil, crude 15½ cents loose f. o. b. tanks at Mississippi valley points; in barrels 18 to 18½ cents; cottonseed hulls, delivered, per 100 pounds, according to location of mill, 12 to 17½ cents; linters, according to style and staple—A, 3½ cents; B, 3½ cents; C, 2½ to 3 cents; ashes, none; refined cottonseed oil, prime in barrels per gallon at wholesale or for shipment, 21½ to 22 cents for export.

DANGEROUS DEMANDS.

A Review of the Interstate Commerce Commission's Programme.

The demands of the interstate commerce commission for increased powers, as embodied in its last annual report, and Senate Bill 3354, introduced by Senator Cullom, are both dangerous and calculated to invest the commission with attributes never intended in the original law. The current number of the Forum contains an able article clearly pointing out how far-reaching such amendments would be and their probable effect upon the internal commerce of the country.

So sweeping are the proposed changes that it would, indeed, be difficult, as the writer remarks, to imagine any sort of traffic regulation or control which these extensive powers would not embrace. Should such a measure become law it would, in effect, make the interstate commerce commission the traffic manager for each of our interstate railroads, and give a political body the practical control of property which in the aggregate represents nearly one-fifth of the total assets of the United States.

To grant such a request, far from giving trade new life, would stifle enterprise, destroy competition and create a condition of affairs far worse for the country than absolute State purchase of railroads.

It is truly urged in the article under review that the commission's demands will not correct the evil which requires correction, namely, pernicious discrimination and unjust charges, for the claim of extortionate charges cannot successfully be made. Other evils are undoubtedly guarded against in the act as it stands and, so far as the commission has exercised its legitimate functions, the results have been of public benefit. The danger lies in this itch for additional power, this grasping after far-reaching legislation not warranted by existing conditions. Such an endeavor on the part of the commission cannot meet with public approval.

The taxable valuation of Griffin, Ga., for this year is \$1,509,324, a net increase of \$121,074 over 1897.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.**Baltimore.**

Office Manufacturers' Record,
Baltimore, Md., May 5.

The general tone of business throughout the several channels of the local lumber market has shown up more favorably during the past week and the volume of trade shows some expansion. Receipts of lumber by water are not so large as usual, but under war conditions, which are affecting the coastwise trade, this is to be expected. There is yet, however, enough coming to keep stocks fairly well assorted, while prices are generally firm and advancing. This is especially true of yellow pine, and air-dried lumber shows an advance of 50 to 75 cents per 1000 over last week's figures. Four quarter No. 1 edge flooring is now quoted at \$13 to \$13.50, and No. 2 at \$10 to \$11.50; No. 2, 12-inch stock, \$13 to \$13.50, and 4-4 edge box lumber \$8 to \$9. The demand during the past week has been fair and boxmakers, builders and planing mills have been buying more freely. In kiln-dried North Carolina yellow pine values continue firm, with an advancing tendency. Cypress is quiet, with prices steady. In white pine the demand has improved, while values are appreciating under the present conditions. The hardwood business is fairly active, with a fair demand from local and out-of-town buyers. Stocks are generally light and prices firm and higher. The export trade is of moderate volume and shippers are contracting very little new business, the bulk of operations going to fill old contracts.

Savannah.

[From our own Correspondent.]

Savannah, Ga., May 2.

During the month of April the volume of trade in nearly every avenue of the lumber industry of this port has been well maintained, notwithstanding the war with Spain. The shipments coastwise for April amounted to over 12,000,000 feet of lumber and over half a million feet of crossties. Although the coastwise lumber trade has been injured considerably by the scarcity of tonnage, there is a fair movement of all kinds of freight to Northern ports. The demand for lumber is good, and manufacturers, both here and at other Georgia ports, have plenty of orders and are receiving numerous inquiries as to prices and ability for furnishing lumber. Many persons engaged in the lumber trade hope that owners of vessels will soon begin to charter more freely and that present difficulties with Spain will be speedily settled. The present rates for vessels to carry lumber are excessive, charters having been made at \$5.25 to \$5.50 from this port and \$6.25 to \$6.50 from Fernandina, Fla., to New York. Prices for all desirable grades of lumber are firm and advancing, and in the absence of water shipments and the resort to shipments by rail values are likely to show a material advance. During the past week the schooner Margaret A. May cleared for Wilmington, Del., with 371,337 feet of pitch-pine lumber cargo by the Georgia Export Lumber Co. Steamers for New York, Boston, Philadelphia and Baltimore are carrying out all the lumber offered when they can afford freight room, and during the past week over 1,000,000 feet were shipped to the above ports. The quotations for freights on lumber today are \$4.75 to \$6.25 for a range including Baltimore and Portland, Me. There is very little busi-

ness doing with foreign ports and the rates to the West Indies charged by foreign vessels are so exorbitant that very little business is being done with that section.

Jacksonville.

[From our own Correspondent.]
Jacksonville, Fla., May 2.

The lumber industry, which is the primary industry of this port, is now passing through a period of restriction in trade which it is hoped may be only temporary. The present war with Spain has tended to withdraw the usual tonnage of vessels entering this port and the usual rates of \$4.75 per 1000 feet current at this season have been advanced during the past month to \$6.75, and at the moment vessels are scarce at \$8. Owners of vessels are extremely cautious in making charters, and sales of lumber are now generally made f. o. b., the coastwise commission business being practically suspended for the time being. Among the extensive shippers of lumber from this port the Atlantic Coast Export & Lumber Co. have a large number of orders, but are unable to fill them, although offering the highest rates mentioned. The Cummer Lumber Co., Dexter Hunter and others all have plenty of business in sight, but owing to scarcity of tonnage have to decline orders in certain cases. The mills at this port and adjacent milling sections will naturally curtail their output under present state of the market, and when it is considered that there are from twenty-five to thirty mills in and around this city, such curtailment will prove disastrous to employees, throwing a number out of employment. The volume of business for the month of April, notwithstanding the difficulty of obtaining desirable tonnage, was heavier than March, the coastwise exports being as follows: Pine lumber, 11,656,000 feet; shingles, 2,505,000. Foreign exports were: Yellow pine, 567,557 feet, and shingles, 7000. Among the charters reported in New York last week are the following: Schooners Adele Ball, 401 tons, and Ella G. Ells, 230 tons, Jacksonville to New York with lumber at \$7; schooner M. A. Achorn, 258 tons, Fernandina to New York with lumber at \$6.50, 40,000 feet a day.

Mobile.

[From our own Correspondent.]

Mobile, Ala., May 2.

The situation at this port in lumber and timber is feverish and unsettled under war conditions and the volume of business in lumber is exceedingly light. The coastwise business has fallen off owing to the scarcity of tonnage, owners not caring to take any risks of seizure. There has been some business during the past week in timber for foreign ports and the market is about steady. Sawn timber, when placed upon the market, will bring 9 to 9½ cents per cubic foot, 40-foot basis, and hewn timber is in good demand at 11 to 12½ cents per cubic foot, basis of 100 cubic feet, average B1 good. In hardwoods, oak timber is dull and nominal, and poplar is in limited demand at 11 to 12 cents per cubic foot. Ash of good quality, large girth, is quoted at 13 to 14 cents per cubic foot. Freight rates on timber have advanced and steamer rates to the United Kingdom and Continent are quoted at £6 per standard; sail rates 31s. per load for hewn and £5 10s. per standard for sawn. Lumber rates to the West Indies are unsettled and tonnage not offering. The shipments during the past week from this port were as follows: Ship Harvest Queen for Belfast, Ireland, with 7980 cubic feet of hewn timber, 90,634 cubic feet of sawn and 250,266 feet; ship Karoo for London, England, with 108,064 feet of sawn timber and 15,812 feet of lumber. The steamer Oron cleared for

Dieppe, France, with 1,101,891 feet of lumber, and the schooner Dyer for Ruatan, B. H., with 15,000 feet. The market at Pensacola is active, with a good volume of foreign trade in both lumber and timber, over 10,000,000 feet of lumber and timber having been shipped last week, 1,000,000 of which was by a British vessel for Rio Janeiro. The British steamer Nitocris, 1714 tons, was chartered last week in New York to load sawn timber at Pensacola for Rotterdam or London at 115s., June 15. The Norwegian steamer Alladin, 1987 tons, was chartered in New York today to load sawn timber at Pensacola for the United Kingdom or Continent at 117s. 6d., May.

Lumber Notes.

The saw-mill plant of E. E. West, of West Lake, Ga., was destroyed by fire last week. The loss is estimated at \$25,000, with \$10,000 insurance.

It is stated that work on the new saw-mill plant of the Nona Mills Co., of Beaumont, Texas, at Leesville, La., will commence in August or September next.

The Johnson City Manufacturing Co., of Johnson City, Tenn., is putting up a large saw mill for the purpose of manufacturing all kinds of hardwood lumber. The company will make a specialty of hemlock framing, etc.

The planing mill and lumber-yard of J. D. Jervis & Co., of Decatur, Ala., was totally destroyed by fire last week, entailing a loss of nearly \$20,000, with no insurance. This plant was said to be one of the largest and most complete in the State.

During the past week there was shipped from the port of Darien, Ga., coastwise and foreign, 2,588,625 feet of timber and lumber valued at \$27,916. The receipts for month of April were larger than usual, the total for the month being over 10,000,000 feet.

The president of the Rome Furniture Co., of Rome, Ga., is now in correspondence with a large English furniture house in regard to a contract for furniture to the amount of \$60,000. It is said that the contract is for oak and ash furniture, polished the natural color, and will likely be closed shortly.

T. J. Folger, of Crowley, La., closed a deal last week with the Abbott-Dunson Canal Co., Limited, the Roller Canal Co., Limited, and Ferre Canal Co., Limited, for over 5,000,000 feet of lumber to be used in the erection of their pumping plants. This is the largest sale of lumber ever made in Crowley at one time.

The shipments of wood products from the port of Savannah during the month of April aggregated 12,028,454 feet of lumber, 596,122 feet of crossties and 307,257 feet of cypress lumber. In the month of April, 1897, the total shipments amounted to 10,976,822 feet, of which there were 8,652,456 feet of lumber and 2,324,366 feet of crossties.

Among the shipments of wood products last week from Pensacola, Fla., the following were reported: To Genoa, 2,278,000 feet of timber and \$60,000 feet of lumber; to Boulogne, 486,000 feet of lumber and 63,000 feet of timber; to Great Britain, 2,043,000 feet of lumber and 2,753,000 feet of timber, and to Rio Janeiro, 998,000 feet of lumber.

It is stated that the Southern Export Lumber Co., of Cleveland, O., which owns extensive tracts of timber land near Mobile, Ala., will shortly establish one of the largest hardwood-mill plants in the South near that city. It is the purpose of the company to use a number of portable mills on its hardwood timber tracts, that can be moved as the timber is cut. Plans for the enterprise are not

fully completed, but it is said that work will be well under way about the 1st of May.

The secretary of the Mechanics, Dealers and Lumbermen's Exchange of New Orleans reports the receipts of wood products in that city for the week ending April 29th as follows: Lumber, 1,121,000 feet; shingles, 139,000; oak staves, 86,507, and cypress staves, 22,000. The total receipts of lumber for the season amount to 53,129,150 feet, against 50,553,000 feet last year.

The lumber business at Chattanooga, Tenn., is reported better at present than at any time during the past five years. The demand is better both from local and distant points. All the mills are rushed with orders, and are working up to their full capacity. Stocks of logs are being rapidly reduced, and large receipts are expected on the June rise in the Tennessee river and tributaries.

The coastwise trade in lumber and other wood products is already beginning to show a decrease in the volume of business, and the coastwise chartering business is dull, with a light offering of desirable tonnage. Rates on lumber from Georgia and Florida ports usually show a decline at this season of the year, but during the last sixty days they have shown a decided advance. Yellow-pine shippers have great difficulty in securing desirable tonnage, and freight rates on all wood products are excessive. The following are the rates at which charters were closed in New York last week: On lumber, Fernandina to New York, \$6.75; Satilla to Philadelphia, \$6.50 and free wharfage; Savannah to Portland, Me., \$6; Jacksonville to New York, \$7; Wilmington, N. C., to Port Spain, \$8.

Important Enterprise in West Virginia

The Manufacturers' Record is informed that a company is to be organized to develop what is reported to be an extensive property in West Virginia, containing large deposits of limestone and clay of such a quality that a high grade of Portland cement can be manufactured from it. The Buckhorn Portland Cement Co., which is to be the title of the corporation, proposed to purchase a tract of 1000 acres of land located on the Baltimore & Ohio Railroad, near Rowlesburg. According to analyses made by expert chemists, the property contains not only the clay and limestone referred to, but beds of silica suitable for manufacturing glass and soap; also a deposit of bituminous coal. A quantity of cement has already been made from the material with entire success.

The company is to be capitalized at \$400,000, and it is probable that a plant will be erected which will produce at least 1000 barrels per day. As the consumption of this material is steadily and rapidly increasing, it is believed that the company will find an extensive market for its product. Among those interested are Messrs. John F. Stoer and Charles H. Worthman. The offices of the company are at Rowlesburg, W. Va., and in the Girard Building, Philadelphia, Pa.

An association has been formed at New Orleans which will act as an auxiliary to the board of health to assist in running the flushing pumps, so that the city may be flushed all summer, whether the city council acts or not in the matter.

It was officially announced last week that the Port Royal (S. C.) dry-dock is now ready for any warship of the United States Navy.

More than \$14,000 have already been collected for the Missouri exhibit at the Omaha Exposition.

MECHANICAL.

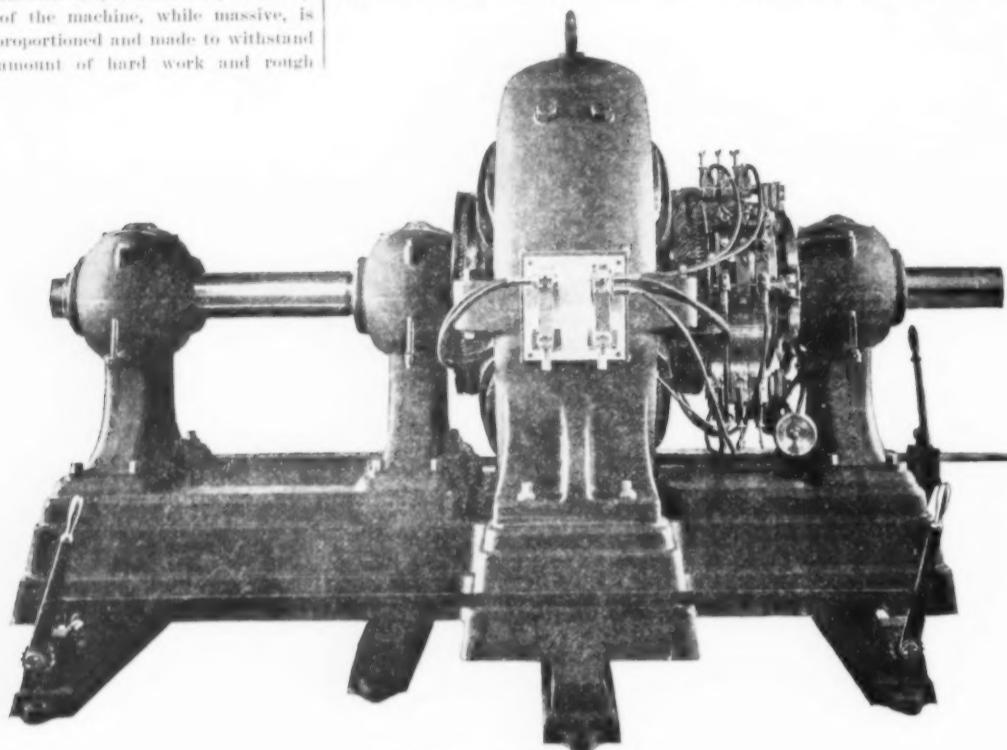
New Design Belted Dynamo.

The 225-kilowatt generator illustrated is the latest design introduced by the Card Electric Co., of Mansfield, O. Every part of the machine, while massive, is well proportioned and made to withstand any amount of hard work and rough

of the screw and lever on the base frame the two supporting bearings and armature are forced rearward on the base until the armature body is in the place of the pulley and the commutator completely uncovered. In this position any of the field coils can be removed. A reverse

for a heavy power-feed clamp, something more powerful than usually found, and to meet this demand the Egan Company, of Cincinnati, O., has introduced a new machine, which is designated as "No. 4 Vertical Power-feed Door Clamp."

This machine is of extreme simplicity,



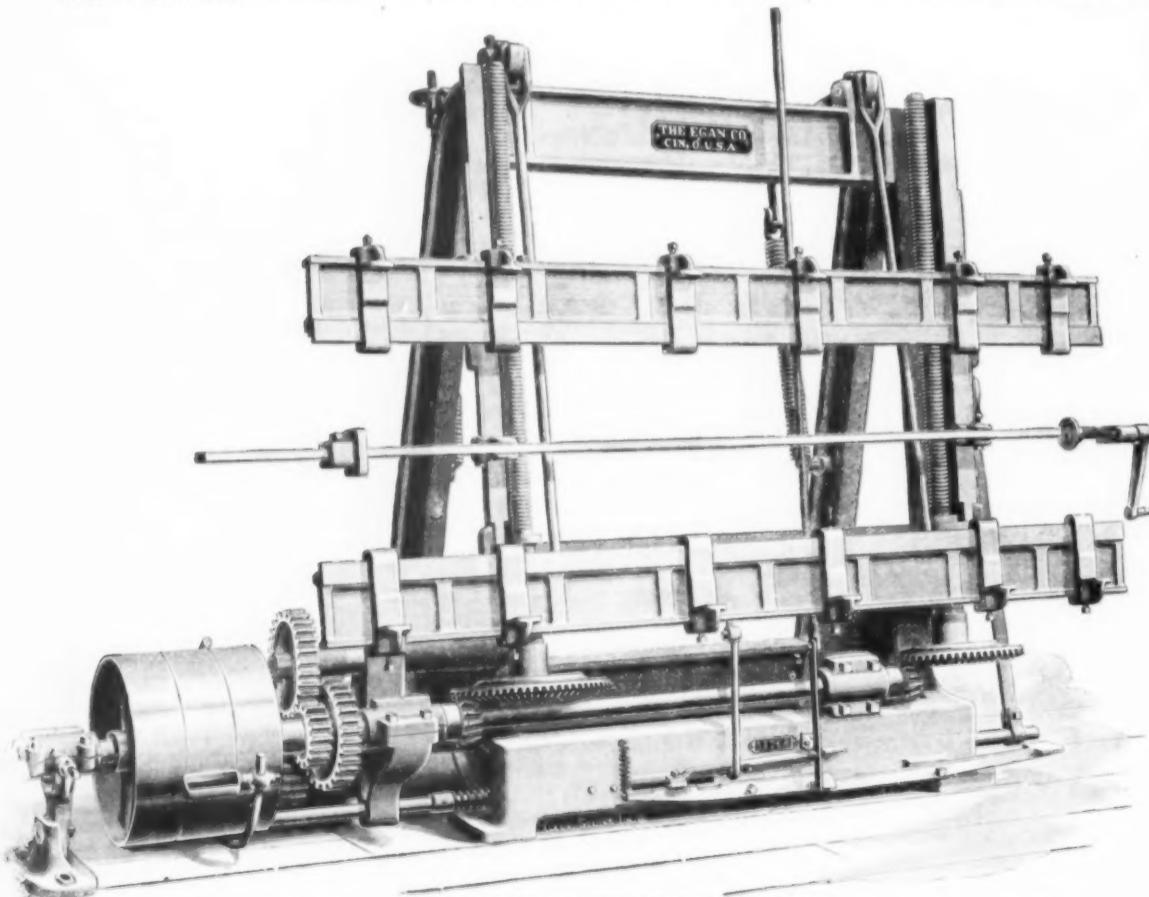
NEW DESIGN BELTED DYNAMO.

usage. The armature has special features in the way of conveniences for ready inspection and repairs.

With the winding on this armature it is possible by unsoldering not to exceed twelve connections at the commutator to

movement of the screw returns all of the parts to their proper place. With heavy windings, a large commutator and improved brush-holders, this generator is specially fitted for any kind of heavy duty, and the company reports a large

great strength and wide range of work. It is absolutely automatic in operation, under the complete control of the operator, provided with all necessary adjustments for obtaining any desired pressure on blind mortised or doweled doors, of



NO. 4 VERTICAL POWER-FEED DOOR CLAMP.

remove any coil from it without disturbing any other coil in the body of the armature. The maker guarantees this feature.

The provisions for uncovering the armature are simple and effective. By means

number of recent sales which keeps it busy night and day.

Vertical Power-feed Door Clamp.

In the manufacture of doors in the factories of the country a demand has arisen

either hard or soft wood, from twelve inches to four feet in width and up to eight feet in length; or, when using a special set of dogs, blinds down to six inches in width may be clamped.

In construction the machine is simple

and substantial, the frames being held together by heavy girts, one at the top and two at the bottom. The screws operating the top jaw are of steel, are large in diameter, and work on ball bearings.

The manner in which the machine operates is as follows: The door is placed between the jaws and clamped endwise by the hand clamp. The top is then started down by the lever shown at the right side of the machine, and stops when it has reached the point to which it has been set by the collar on the rod at the front, or when a certain pressure, regulated by the small hand wheel at the top of the machine, is reached. By this means all doors, though they may vary by a half inch in width, are clamped with an equal pressure. Should it be necessary at any time to stop the machine at any point, the treadle at the base will throw it out of gear. The upper jaw in opening travels at three times the speed it closes with, and a collar on the rod at the front stops the jaw at any point at which it may be set.

Practical Brine-Pipe Covering.

Pipe covering for pipes conveying brine or return gas for refrigerating and ice-machine work has been a problem that has bothered many pipe coverers of the country.

In many instances annoyances are caused by the lack of proper pipe covering from the melting of ice which is accumulated on the pipe, caused by changes of temperature in the circulating brine, which may come from the temporary stopping of the refrigerating machine and cause the water to drop on the merchandise, flooring or machinery. This

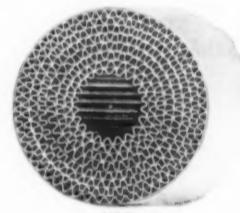


FIG. 1.

may cause more than annoyance, as it may result in loss.

An experiment was made at one of the large breweries in Brooklyn, N. Y., to obtain a covering for frozen pipe work, and a satisfactory result was made by making a covering composed of air cells and a covering that was airtight. There is no known covering which approaches the ideal non-conductor of heat radiation as a close air cell and a series of them, one overlapping the other, and will beyond question make a pipe insulator that may be used with perfect confidence, with one proviso, that being the material composing the air cells must be airtight. Should



FIG. 2.

there be a leak in the insulation a small quantity of air would continually circulate, and the moisture carried by the warm air would remain as a frozen deposit on the surface of the pipe and continue to increase until it developed into something more serious.

Gast's patent air cell brine-pipe covering, which we illustrate, is a covering made especially for this class of work, and is a practical covering for this purpose, and one that the maker guarantees to last and prevent the formation of frost on the pipes.

It is constructed on scientific principles of water and frost-proof materials, forming divided air cells, as shown in the illustrations, and forming a perfect non-

conductor, and when properly applied to the pipes effectually prevents the air from reaching it, and thereby prevents all condensation.

Experts recommend it strongly in the manufacture of ice and refrigerating, as its use keeps the cooling element down to the proper temperature

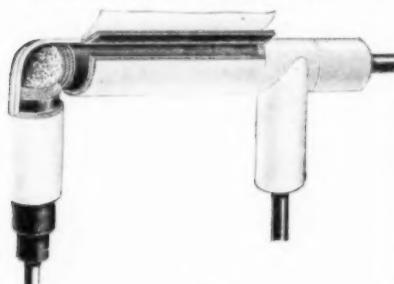


FIG. 3.

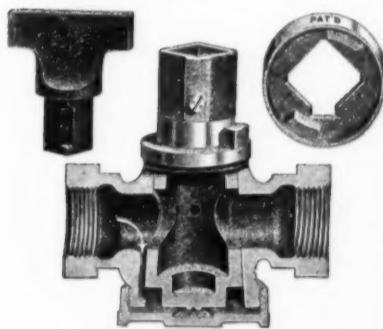
and avoids the necessity of forcing the machine to make up the loss that would result from having the pipes uncovered.

This covering will also prevent water-pipes from freezing, no matter how low the temperature.

Prices and samples can be had by addressing the New York Fire Proof Covering Co., of 26 Cortlandt street, New York city.

Curb Cock That Never Leaks.

We present a sectional view of the H. M. inverted-key curb cock, placed on the market by the H. Mueller Manufacturing Co., of Decatur, Ill. It will be seen that this cock differs from the ordinary curb cock inasmuch as the key is reversed, or, in other words, the large end of the plug is at the bottom. The key in the ordinary curb cock will oftentimes work very stiff, and in some cases become set, so that it becomes necessary to replace it before the water can be turned off or on, while with the inverted-key curb cock a slight downward pressure on the plug prevents any binding or sticking. The water enters the pressure side, going through the by-pass, as indicated by the arrow, and passes under the key. This pressure pushes the plug or key gently upward at all times, so there is no possibility of leakage under the highest pressure that can be



INVERTED KEY CURB COCK.

placed on it. These cocks are provided with the H. M. patent cap, same as used on the H. M. patent right and left hand interchangeable stop and waste cock, which is already favorably known to plumbers. This cap, with square, two inside lugs and lug on body of cock forms a strong and substantial check, and the operator when opening or closing knows at once when it is fully open or fully closed. Another highly important feature that this cap performs is in preventing dirt, grit, sand or any foreign matter from working its way into the key and causing leakage. It can be operated with a T-handle or square rod, and is made in different styles, the Minneapolis pattern included. These goods are made from a special composition of red brass metal, tested under 200 pounds pressure, with the guarantee that they will not leak or stick.

Art Glass and Kindred Decorations.

Painting on glass and mosaics in stained or colored glass have received for centuries the attention of artists and connoisseurs as a decorative art of a very high order.

As a rule persons who are about to build residences know little of architectural construction, and they therefore address themselves to such architects as they believe will combine their aesthetic ideas with a practical execution, and when stained glass is in consideration fewer persons still have a knowledge of what they need and require.

In this connection attention is called to the L. Grosse Art Glass Works, of Pittsburgh, Pa. (L. Grosse, proprietor), which makes a specialty of manufacturing art glass of the highest artistic merit and substantial workmanship, hardwood interiors, mural decorations, figure and memorial windows, etc.; also acting as agents for the papier mache and architectural carvings of Charles Ermel, of Boston.

The illustrations shown here are reproductions of a figure window and examples of papier mache capitals such as the Grosse Art Glass Works supplies.

Parties engaged in the building trades or contemplating the erection of homes are invited to address the Grosse Company for catalogues and further information.

Bundy Steam and Oil Separator.

The special feature to which the manufacturer of this separator calls attention is the provision for removing the baffle

their flat fronts may face the incoming steam, as the front side alone has the capillary openings through which the oil and water may enter and go to the receiver below by gravitation.

The rear side of the Bundy separator baffle plate, a view of which is presented in Fig. 2, shows the vertical posts rounded for the easy passing of the steam. They are so constructed that the posts set staggered to each other; in other words, a

controlled by a balance valve that neutralizes the pressure, and the seat of the valve is made of phosphor-bronze to prevent sticking. The initial working force

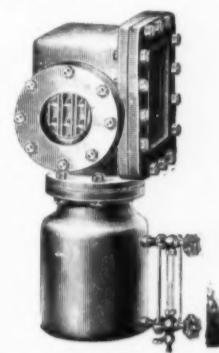


FIG. 1. BUNDY SEPARATOR.

post in one baffle sets directly back of a space in the plate in front of it, thereby causing the steam to pass through in a zigzag course.

The manufacturer, the A. A. Griffing Iron Co., of Jersey City, N. J., claims that this separator is particularly adapted for marine work where a side flange is practically a necessity.

Fig. 3 illustrates a Bundy separator arranged with an automatic discharge, by means of which the water and oil entering the receiver of the separator are auto-

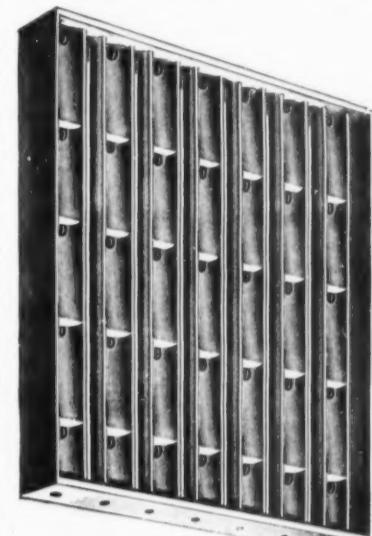


FIG. 2. BAFFLE PLATE BUNDY SEPARATOR.

is produced by a bucket sinker filled with water and a counter-balance weight, which force, however, is multiplied



FIG. 3. BUNDY AUTOMATIC DISCHARGE SEPARATOR.

twelvefold by virtue of a series of levers. When the water rises higher than a certain point the counter-balance becomes comparatively the heavier and opens the discharge valve. When the water is suffi-



FIGURE WINDOW AND PAPIER MACHE DECORATIONS.

plates at the side of the separator, a side flange being provided, as shown in Fig. 1, by which this is made possible. The separator may be put in so that the flange will be on either side, care being taken that the baffle plates are put in so that

automatically removed, thus obviating any danger of flooding and consequent accident.

By means of a series of levers the moving parts of the automatic discharger work positively and with abundant power for all steam pressures. The discharge is

ciently discharged the bucket sinker becomes the heavier and closes the discharge valve. Gravitation performs both functions, the discharge device being actuated by the different volumes of water dispensed by each respectively. When the



water comes in sufficient volume there is a continuous discharge, otherwise it is intermittent. In any case, the water is discharged from the bottom of a deep-water seal, through which the steam cannot pass and be wasted. There are times when there is more work to be done by the separator, as in the morning, when the plant is first started, or when the fires are being forced, and if no automatic discharging separator is used, great watchfulness on the part of someone is imperative to see that the water or oil is allowed to leave the receiver before it is so full as to make trouble. The Bundy separator is not affected in its operation in the slightest degree until the receiver is entirely filled, after which, of course, the water and oil must pass through without being removed. Write for book.

Ice Manufacture and Refrigeration.

For several hundred years scientists made a study of the possibility of supplanting nature in the production of extreme cold and in the production of ice thereby. But it is only within the last past twenty-five years that the possibility

of so doing has been clearly demonstrated from a commercial point of view. Now we are enabled by the use of machinery to manufacture ice by artificial refrigeration, the quality of the product being absolutely pure. Cold is a mere relative term, meaning the absence of heat in a greater or less degree, so when the weather is cold there is merely less of the heat of the sun in circulation, the colder it being the less of the sun's heat being present. Chief among the various substances that have been utilized in the processes of producing artificial cold are

In this country there have been a number of most extensive and successful plants established for the construction of machinery for the manufacture of ice, among the most prominent of them being the Messrs. John Featherstone's Sons, of Chicago.

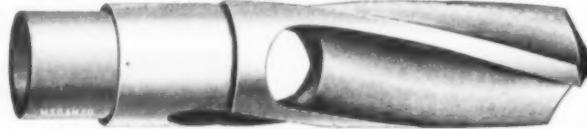


FIG. 1.

Hollow Drills.

Many varieties of hollow drills for drilling deep or long holes are manufactured by the Morse Twist Drill & Machine Co., of New Bedford, Mass. Several of them are shown herewith and their use described.

The drills shown in Fig. 1 have a hole lengthways through the shank connecting with the grooves of the drill. The shank through the shank connecting with the oil tubes of the drill. The oil is forced through a flexible tube into the spindle



FIG. 2.

ether, carbonic acid, sulphurous oxide, nitrous oxide, methylamine and chymogene; common air has also been so used. But all of these have been abandoned because of their excessive cost, which prevented artificial refrigeration from being practiced commercially with profit.

The one substance that has been found to be cheap enough to allow of its use in the manufacture of artificial cold and the making of ice is an alkali known as ammonia. This cold-producing agent is now generally employed and gives thor-

ough satisfaction. Ammonia used in ice manufacturing is in liquid form, technically known as anhydrous ammonia, that is to say liquid ammonia that is free from water. The manufacture of this ammonia is attended with much difficulty and the greatest care has to be exerted in order to insure the elimination of the many impurities (including water) which are found in it. The rapidity with which substances volatilize when exposed to the atmosphere in an open vessel are the virtues which ammonia and other cold-producing agents possess that have made

can be threaded and fitted to a metal tube of any length desired, this tube admitting of the passage of a lubricant to the drill as well as the cuttings from the drill. These drills are accurately ground on centers. In drilling crucible steel the best results are obtained by revolving the drill twenty feet per minute and with a feed of .0005 inch per revolution. Machinery steel will admit of increased revolution to forty feet per minute and a feed of .001 inch per revolution.

The Fig. 2 drill has a center hole



FIG. 3.

oil from the pump is so conveyed to the point of the drill. This drill in use may or may not revolve.

Straight-shank drills, with oil tubes inserted, as shown in Fig. 3, are also made, which holds the drill, stuffing boxes connecting the tube with the spindle. The but in this case it is not intended that the drill shall revolve, the work revolving instead. The oil is forced through a flexible tube to the drill, the tube being connected to the drill by means of a coupling. Drills of special lengths, with oil tubes, are also furnished as desired.

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PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,

Baltimore, Md., May 5.

In the local phosphate market the tone is firm, with a moderate amount of trade in progress. Large sales of Tennessee rock have been reported during the past week by local brokers and values show a hardening tendency. The movement in coastwise business from South Carolina and Florida ports has been somewhat checked, owing to the scarcity of vessels and sharp advance in rates. At all points of production the movement is unchanged and stocks are fully equal to the demand at the moment. There are few desirable vessels offering to load rock at the ports and during the week only the following charters were reported in New York: British steamer Bantry, 1542 tons, from Savannah to Stettin with phosphate rock at 15s., April 30; a schooner, 714 tons, from Charlotte Harbor to Baltimore with phosphate rock at \$1.80; schooner Anna L. Mulford, 518 tons, from Ashley River to Baltimore with phosphate rock at \$2.50, coal out on private terms, and British bark Charles Cotesworth, 1031 tons, from west coast South America to Hampton Roads for orders with nitrate at 25s., June-July.

Fertilizer Ingredients.

The market is firm, with an active demand for ammoniates, and stocks in the West very much reduced. Of the general market Messrs. Thomas H. White & Co., in their circular for April, say: "The demand for ammoniates during the past thirty days has been very active and prices have not only been well maintained, but actual sales of tankage show a slight advance. There has been an especially large movement in all kinds of materials during the past week, owing to anxiety of buyers and sellers alike to get advantage of the present low rates, with the result that stocks in the West are pretty well cleaned up." In the local market there is a good inquiry from Eastern sources and also a fair Southern inquiry. There is a strong advance in nitrate of soda, which closes firm for both spot and future business.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)	\$2 45 @
Nitrate of soda.....	3 00 @ 3 10
Blood.....	1 72 1/2 @
Hoof meal.....	1 65 @
Azotine (beef).....	1 77 1/2 @
Azotine (pork).....	1 77 1/2 @
Tankage (concentrated).....	1 67 1/2 @
Tankage (9 and 20).....	1 80 @ and 10
Tankage (7 and 30).....	15 00 @ 15 50
Fish (dry).....	20 00 @
Fish (salted).....	12 00 @

Phosphate and Fertilizer Notes.

The following shipments of phosphate rock were reported last week from the port of Charleston, S. C.: Schooner David Baird for Philadelphia with 953 tons; schooner Carrie L. Tyler for Norfolk with 850 tons, and schooner Nellie W. Howlett for Baltimore with 850 tons. The total coastwise shipments from Charleston from September 1, 1897, to April 29, inclusive, amounted to 70,544 tons, against 63,339 tons for the corresponding period last year.

Iron Markets.

Cincinnati, O., April 30.

The iron market during the past week has been of an especially interesting nature on account of several large deals which are yet pending. Smaller consumers are buying as their wants require for early delivery, but some of the largest melters are testing the market for round lots, scattered delivery through six months or more. If the usual course of the market holds good in this case the rank and file of trade will follow the

leaders and there will be a heavy tonnage booked during the coming month. A local consumer is reported to have bought 25,000 tons No. 4 foundry and gray forge. Most of the Southern furnaces are in good condition now so far as orders and stocks on hand are concerned, and if the negotiations in progress come to a conclusion in the way to sales, the Southern producers will be well sold ahead. There seems to be no probability of any increase of production in Alabama. Two furnaces have recently gone out of blast and only one started.

There is also a fair demand for Lake Superior charcoal iron, and because of scarcity of old wheels the call for high grades has been very heavy and the L. S. C. C. furnaces are short of those grades.

A few consumers of iron claim that contracts have fallen off in a marked degree during the past three weeks, but in the aggregate we think consumption is holding up, and that a further decrease in stocks will be shown at the end of the month.

We quote for cash f. o. b. Cincinnati:

Southern coke, No. 1 foundry	\$9 75 @ \$10 00
Southern coke, No. 2 foundry	9 50 @ 9 75
Southern coke, No. 3 foundry	9 25 @ 9 45
Southern coke, No. 4 & G. F.	8 75 @ 9 00
Southern coke, mottled.....	8 75 @ 9 00
Southern coke, No. 1 soft....	9 75 @ 10 00
Southern coke, No. 2 soft....	9 50 @ 9 75
Belfont coke, No. 1, Lake Sup.	11 00 @ 11 50
Belfont coke, No. 2, Lake Sup.	10 50 @ 10 75
Hanging Rock charcoal, No. 1....	14 50 @ 15 50
Tennessee charcoal, No. 1....	12 50 @ 13 00
Jackson Co. silvery No. 1....	12 00 @ 12 50
Standard Georgia car-wheel..	14 25 @ 15 00

Philadelphia, Pa., April 30.

Strange to say the war so far has not caused any slump in prices and the demand for iron due on old contracts does not slacken. New orders are being booked daily, and, if anything, there is a firmer feeling than there was a week ago. This city is American to the core, and so patriotic, so sanguine in regard to the outcome, that it is natural for business men here to do their best, leaving the rest, feeling sure that war alone should not cause undue apprehension.

We quote for cash f. o. b. Philadelphia docks:

No. 1 X standard Alabama.....	@@ \$11 00
No. 2 X standard Alabama.....	@@ 10 55
No. 1 X lake ore coke iron.....	@@ 11 75
No. 2 X lake ore coke iron.....	@@ 11 25
Lake Superior charcoal.....	@@ 13 25
Standard Georgia C. C.....	@@ 15 50

ROGERS, BROWN & CO.

Here Is Common Sense.

If business becomes demoralized it is ourselves largely and not the conditions which are to blame. Let us keep this in mind and remember that the duty of everyone is to work. In that way can each best serve his country.—Nashville American.

This war will not result in any invasion of American soil and our interior business affairs should progress without any severe disturbance. The South is nearer the storm center than any other part of the country, but even the South should make an effort to maintain perfect business equilibrium. Its coast cities will no doubt be protected and foreign bottoms will enter its ports to carry on all maritime business. It may be said, then, that in the South there is no need of a scare, and there is the greatest need of that conservatism which has so far characterized the business affairs of the entire country.—Columbus (Ga.) Enquirer-Sun.

The United States government, through Department Quartermaster Major Pullman, has contracted with the Mobile Coal Co., of Mobile, to deliver to government vessels that may call at Mobile such coal as may be required up to 5000 tons per day. The coal company has the necessary facilities, and has given a bond of \$10,000 to carry out the contract.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD
 seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Athens—Corn and Flour Mill.—C. E. Frost and T. M. Hobbs contemplate the erection of a corn and flour mill.

Birmingham—Iron Furnace.—T. J. Cornwall has purchased the Mary Pratt iron furnace for \$25,000.

Birmingham—Powder Mill.—The Birmingham Powder Co. has been incorporated, capital \$100,000, with W. B. Archibald, president, and A. Green, secretary and treasurer; company operates large powder mill at Boyles, near Birmingham.

Geneva—Grist Mill.—H. Wilson has contract for erection of grist mill.

Mobile—Lumber Mills.—The Southern Export Lumber Co., of Cleveland, O., Frank H. Briggs, general manager, will establish and operate in Mobile large plants for the manufacture of hardwood lumber, etc.

Tuscaloosa—Ice Factory.—The Tuscaloosa Electric Light Co. is preparing to put in an ice machine.

Tuscaloosa—Cotton Mill.—The proposed cotton-wadding mill, recently noted, will be established; company is now organizing, D. J. Griffin, W. B. Oliver, Victor Friedman, Mims Jenison and Francis Brady being interested; fifty roller cards, 100-horse-power engine and 125-horse-power boiler will be installed. Address D. J. Griffin.*

ARKANSAS.

Arkadelphia—Mining, etc.—The Ouachita Milling, Mining & Investment Co. has been incorporated, with capital stock of \$1,500,000, by J. M. Hensley, E. T. Hensley, J. R. Boddie and J. H. Locke.

Conway—Flour Mill.—The Conway Milling Co. will erect the 50-barrel flour mill recently reported; machinery for same has been purchased and contract for erection of building let to J. D. Slade & Bro.

FLORIDA.

Anita—Phosphate Mines.—Incorporated: The Clark Phosphate Co., with a capital stock of \$25,000, for buying, selling and mining phosphate rock and material, leasing mining properties and rights, etc. The in-

corporators are R. S. Clark, president; H. A. Ford, treasurer, and E. Hiller, director. Address the president.

Dunnellon—Phosphate Plants.—The Dunnellon Phosphate Co. (of Rockwell, Fla.), referred to last week, is building two phosphate plants, one to cost \$10,000 and the other \$15,000, employing together 135 men.

GEORGIA.

Cedartown—Cotton Mill.—The proposed new mill mentioned last week will be built by the Paragon Mills, organized for the purpose; equipment to be 7000 to 10,000 spindles, for producing hosiery and underwear yarns; M. O. Berry, president, and A. W. Birkbeck, secretary-treasurer. Address the secretary.

Cedartown—Cotton Mill.—Application has been made for the incorporation of the Paragon Mills, with capital stock of \$50,000 and privilege of increasing to \$300,000, and purpose to manufacture cotton goods, etc. The company has organized by electing M. O. Berry, of Columbus, Ga., president, and A. W. Birkbeck, of Cedartown, secretary-treasurer, for the immediate erection of a mill to have main building 110x250 feet, equipped with 7000 to 10,000 spindles, for producing yarns for hosiery and underwear; weekly capacity to be 50,000 pounds of yarns, and 250 hands to be employed. Address the secretary for further information.

Columbus—Water-works Improvements.—The Columbus Water Works Co. will make the proposed improvements recently referred to. The company will lay 30,000 feet of mains in the annexed portion of the city and will require a pair of pumps to keep filled the new standpipe which it recently built. The power to be used will be either water or electricity, but is not contracted for.*

Dalton—Refrigerating Plant.—Davis & Sons, referred to last week, contemplate adding a four or five-ton refrigerating plant to their factory.

Leah—Flour Mill.—Price & McDonald will install a new water-wheel and other machinery in their flour mill.

Leathersville—Flour Mill and Gin.—D. J. E. Calvin contemplates erecting a water mill and gininery.

Macon—Paper Mill.—Henry Horne has nearly completed arrangements that ensure the erection of a large paper mill.

Macon—F. L. Mallary and W. A. Taylor have incorporated the Mallary & Taylor Iron Works, with capital stock of \$25,000, for the operation of iron works, machine shops, etc.

Macon—Mill-supply Company.—The Mallary Mill Supply Co. has been incorporated, with capital stock of \$25,000, for the purpose of dealing in general machinery and mill supplies, by L. H. Wood, W. A. Taylor and C. S. Roper.

Macon—Heating and Lighting Company.—Incorporated: The Kitson Hydro-Carbon Heating & Incandescent Lighting Co., capital stock \$100,000, by Ben C. Smith, Clem Phillips and Arthur P. Findlay, for the manufacture and introduction of the Kitson system of hydro-carbon and incandescent lighting, etc.

Marietta—Knitting Mill.—The Marietta Knitting Co. has increased its capital stock from \$7500 to \$18,000, and will double its present plant. A 35-foot addition will be erected to main building, fourteen knitting machines, finishing machinery, dryers, etc., will be installed.*

Monticello—Cotton Mill.—The projected cotton-mill company may materialize when the Spanish-American war is ended. A. H. Jordan is interested.

Newnan—Cotton Mill.—There is some talk of the erection of a 10,000-spindle cotton mill; R. D. Cole, Sr., P. F. Cuttino, E. S. Buchanan and others are interested.

Savannah—Mercantile.—James M. Dixon and Merritt W. Dixon have incorporated the C. H. Dixon Co., with capital stock of \$25,000, to deal in mercantile supplies, etc.

KENTUCKY.

Clinton—Water Works.—The Clinton Water & Light Co. has arranged to ask for bids on the construction of its water works proposed. Plant will include 500,000-gallon pump, 60,000-gallon reservoir, etc.; R. L. Johnson, president.*

Cloverport—Blacksmith Shop.—James A. Tucker has established a blacksmith shop.

Franklin—Flour and Corn Mill.—Clark &

Clark, Glasgow, Ky., have purchased site in Franklin and will erect a flour mill of fifty to sixty barrels capacity daily and put in corn mill.

Louisville—Horseshoe-nail Factory.—It is proposed that the Superior Horse Nail Co., of Kankakee, Ill., remove its factory to Louisville.

Louisville—Grain Elevator.—Ballard & Ballard have permit to erect the grain elevator lately noted; will cost \$10,000 and have capacity of 115,000 bushels.

Louisville—Steel and Wire Works.—The Board of Trade is negotiating for the establishment of branch works of the Consolidated Steel & Wire Co., of Pittsburg, Pa., to employ 2000 men. Negotiations are also in progress with the American Queensware Co., of East Liverpool, O., for the establishment of a pottery.

Madisonville—Ice Factory.—E. C. Anderson & Co., of Hopkinsville, Ky., will erect an ice factory in Madisonville.

Paducah—Manufacturing.—The Heela Manufacturing Co., of Bloomington, Ill., has addressed the mayor, making a proposition to remove its factory to Paducah.

Saxton—Coal Mining.—Isaac Bradshaw and Terry McGlohon have organized the Enterprise Blue Gem Coal Co. for mining purposes.

LOUISIANA.

New Orleans—Ice Factory and Cold-storage Plant.—The Central Ice & Cold Storage Co., Limited, has been incorporated, with capital stock of \$50,000, to manufacture ice and conduct cold-storage plants, etc., by Charles A. Zilker, George W. Brackenridge and W. H. McGraw.

New Orleans—Cotton Compress.—Chartered: The Terrell Compress Co., capital stock \$50,000, by William T. Hardie, William F. Hardie and Robert T. Hardie.

New Orleans—Sugar-planting Company, etc.—The Moss Grove Planting Co., Limited, has been incorporated, with capital stock of \$50,000, for planting sugar-cane, etc., by Hartwig Moss, Mrs. Rosa R. Moss, Will Moss and Max Moss.

New Orleans—Tobacco Company.—Incorporated: The S. Hernshein Bros. & Co. Cut Tobacco Works Co., Limited, capital stock \$100,000, with Frank I. Hernshein, president, and Charles Hernshein, vice-president, to deal in and manufacture tobacco, etc.

MARYLAND.

Baltimore—Beehive Power Plant.—Richard Capron contemplates remodelling the North Avenue Ice Skating Rink into a beehive power plant for the accommodation of small manufacturing industries.

Double Pipe Creek—Grain Elevator and Warehouse.—C. B. Anders, of Union Bridge, Md., will rebuild his burned grain elevator and warehouse at Union Bridge.*

Havre de Grace—Shirt Factory.—The Susquehanna Shirt Co. has been incorporated, with capital stock of \$10,000, by J. Miller Thomas, of Pennsylvania; E. C. Cortheil, of Havre de Grace, and others, for the manufacture of shirts, overalls, etc.

Hyattsville—Water Works and Sewers.—The municipal election on \$25,000 bonds for water works and sewers resulted adversely.

Salisbury—Telephone Line.—It is proposed to organize a company to construct telephone line; John N. Plisley is interested.

MISSISSIPPI.

Carrollton—Water Works.—It is proposed to construct water works to be supplied by artesian well. Address for information W. H. Hafun, mayor.

Crystal Springs—Lighting and Water Plants.—The aldermen are now negotiating the sale of bonds for the construction of the proposed water works and lighting plant; W. G. Kirkpatrick, Jackson, Miss., is preparing the plans for the plants. Address the mayor.

MISSOURI.

Carthage—Harness Company.—Incorporated: The C. E. Turner Harness & Carriage Co., capital stock \$21,000, by Adah H. Turner, secretary, and others.

Harmerville—Stove Company.—Incorporated: The Langdon Stove Co., capital stock \$10,000, by A. G. Langdon, J. H. Dunmill, A. Hass and W. M. Cates.

Joplin—Mining Plant.—The Red Rooster Mining Co. contemplates rebuilding its

burned \$15,000 mining plant. Address H. C. Begole, Belleville, Ill.

Joplin—Lead and Zinc Company.—Incorporated: The Phoenix-Vernon Lead & Zinc Co., capital \$350,000, by A. F. Dexter, S. F. Norton, Thomas Steers and others.

Kansas City—Lumber Company.—Incorporated: The Saline River Lumber Co., capital stock \$50,000, by C. J. Couter, H. C. Moore, William L. Stocking and others.

Kansas City—Gold Mining.—The Liberty Bell Gold Mining Co. has been incorporated, with capital stock of \$600,000, by Arthur Winslow, C. A. Braley, J. M. Mason and others.

Neosho—Flour Mill.—J. B. Hatler & Co. have contracted for the doubling of their flour mill near Neosho to 100 barrels capacity daily.

St. Louis—Printing Plant.—The Great Western Printing Co. will rebuild at once its extensive printing plant which was burned last week.

St. Louis—Bakery.—Incorporated: The Heinze-Platt Bakery Co., capital stock \$20,000, by Fred Heinze, A. J. Platt and C. B. Stark.

Trenton—Gas Company.—Incorporated: The Trenton Gas Light Co., capital stock \$50,000, by M. S. Carter, H. M. Beardsley, James C. Reed and others.

NORTH CAROLINA.

Chadbourn—Saw Mill.—Homewood Farm Association will probably erect a saw mill.*

Fayetteville—Packing-house.—Newton H. Smith expects to pack peaches and tomatoes.*

Gastonia—Cotton Mill.—The Modena Cotton Mills contemplates the erection of a mill for the production of yarns.

Marion—Oil Mill.—C. A. and Frank Bob will establish a birch-oil distillery.

North Carolina Distillery.—It is reported that James T. Tyndall, of New York city (address care of George W. Lederer), is organizing a company to erect a distillery in North Carolina.

Norwood—Cotton Mill.—The Norwood Cotton Manufacturing Co., reported last week as fully organized, will erect, as was stated, a 5000-spindle mill at once and will use twisters. No machinery has been purchased as yet. J. A. Tyson, secretary, can be addressed.*

Stanly County, etc.—Extensive Water-power Developments.—It is announced that plans have been formulated for the thorough development of the water-power of the Yadkin river in Stanly and Montgomery counties, twenty-six miles from Salisbury. It is stated that a company has been organized for the purpose, with a capital stock of \$1,000,000, and that application for a charter will be applied for in the near future. Pennsylvania capitalists are interested. The power is to be transmitted by electricity to manufacturing plants of all kinds. F. B. Arendale, of Raleigh, N. C., is interested in the project, and telegraphs the Manufacturers' Record that power at Yadkin Falls has been bought with a view of development, but that plans for actual work have not yet been fully matured.

SOUTH CAROLINA.

Dillon—Saw Mill.—W. L. and Charles Rankin have established a saw mill to operate the Latto Lumber Co.

Fort Mill—Cotton Mill.—The Millfort Mill Co. will rebuild the portion of its mill recently burned. Lappers, carders and drawing will be installed; W. A. Watson, president.*

Modoc—Flour Mill.—Parks & Stone will install a roller-process flour mill.

Pelham—Cotton Mill.—The Pelham Mills is enlarging its plant; is installing a 600-horsepower engine and 1000 spindles, and will put in more machinery in paper-box department.

Rock Hill—Water Works.—The city proposes to grant franchise for the construction of water works, and is now asking proposals; R. Lee Lerr, Fred Mobley and J. N. McElwee, commission.*

Sumter—Electric-light Plant.—The Sumter Ice Manufacturing Co. contemplates the erection of an electric-light plant, incandescent and arc.*

TENNESSEE.

Cleveland—Chair Factory.—The Cleveland Manufacturing Co. will erect additional

buildings to enlarge its factory and put in new machinery.

Gallatin—Water Works.—The city will call an election for May 14 to vote on issuing bonds to amount of \$35,000 for the construction of the proposed water works recently mentioned.

Garbers—Flour Mill.—Henry Hoss has purchased and will remodel the Garber Bros. flour mill.

Hossville—Flour Mill.—Henry Miller will install rolls in his flour mill.

Jackson Ice Factory.—It is reported that R. Lucas (now of St. Louis, Mo.) will locate in Jackson and erect an ice factory.

Johnson City—Woodworking Factory.—Joseph A. Wilson & Co. contemplate putting in machinery for the manufacture of shuttle blocks and baseball bats.*

Johnson City Saw Mill.—The Johnson City Manufacturing Co. has been organized to operate the saw mill now being put in by Vilas & Son.

Jonesboro—Flour Mill.—R. Wells will build a four mill.

Knoxville—Marble Quarries.—The Ross Marble Co. has been incorporated to continue the operation of marble quarries; incorporators, John M. Ross, D. L. Ross, E. W. Eaton, F. S. Mead and James Maynard.

Knoxville Tannery.—Hans Rees's Sons, of New York city, have made a proposition for the establishment of a branch tannery in Knoxville; a plant employing 150 men and costing about \$40,000 is proposed. Address Hans Rees's Sons, care of Sexton & Hogan, Knoxville.

Mount Airy—Flour Mill.—W. H. Mansfield, of Dumplin, Tenn., contemplates erecting a flour mill in Mount Airy.

Winchester—Water Works.—The construction of water works is talked of and G. G. Hall and F. E. Pittenger are said to be interested.

TEXAS.

Austin—Cannery.—The Austin Canning Co., capital stock \$80,000, has been incorporated by George A. Hill, Carl F. Drake, S. C. Granberry, F. W. Hill and John Orr, to establish the cannery noted recently.

Courses—Oil Company.—Incorporated: The International Oil & Mineral Co., capital stock \$20,000, by B. Q. Ward, John T. Boyle and J. F. Holt.

El Paso—Irrigation Company.—Incorporated: The Franklin Irrigation Co., capital stock \$50,000, by John Summerfield, Louis W. Evans and J. M. Marquez.

El Paso—Copper Mines.—A \$100,000 stock company has been organized for the purpose of developing copper mines located about 115 miles southeast of El Paso. Only development work will be done for the present, and later on a smelter and other machinery may be installed. For further information address W. F. Cummins, 631 Ross avenue, Dallas, Texas.

Greenville—Electrical Plant.—D. M. Robinson and D. J. Byrd have franchise for an electric fan system.

Houston Barrel Factory.—The Business League is negotiating for the establishment of a barrel and hoop factory.

Iowa Park Implement Company.—The Iowa Park Implement Co., capital stock \$5000, has been incorporated by D. C. Kolp, Sr., E. P. Kolp and D. C. Kolp, Jr.

Selfs—Educational.—Incorporated: The North Texas Business College and School of Shorthand, capital stock \$10,000, by T. A. Jones, W. B. Bell and W. E. Whittenberg.

Sour Lake—Oil Refinery.—The Gulf Coast Refining Co. is building a refinery, as stated last week; the product will be lubricating oils entirely; capacity 150 barrels daily; C. M. Rice, manager.

Willis—Mercantile.—The Carson Morris Co., capital stock \$25,000, has been incorporated by A. W. Morris, A. M. Carson and J. W. Tomlinson.

Winnsboro—Saw Mill.—The W. G. Ragley Lumber Co. will rebuild at once its saw mill that was burned recently; contract for the machinery has been placed.

VIRGINIA.

Falls Church—Brush and Broom Factory.—The National Brush & Broom Co., incorporated last week, has its factory in operation now and contemplates some additional machinery and other improvements; C. H. Livingston, president; S. B. Elkins, Jr., vice-president; E. H. McDermott, secretary, and R. V. Rusk, treasurer; offices in Elkins, W. Va., and Washington, D. C. (503 D street N. W.)*

Newport News—Pier.—The Old Dominion Land Co. has let contract to White & Bradshaws for the construction of a pier 900 feet

long, 50 feet wide, for distance of 650 feet, and then gradually widening for 100 feet until it reaches 100 feet; remaining 250 feet will be 100 feet wide; outer end to have warehouse 50x90 feet; pier to cost about \$30,000.

Newport News—Weather strip Factory.—E. T. Moss will establish a manufactory for the production of a metallic weather strip patented by A. H. Cole, of Elbridge, N. Y.

Newport News—Liquor Company.—Incorporated: The Newport News Wine & Liquor Co., capital stock \$25,000, with A. G. Tolker, secretary.

Norfolk—Sewerage and Streets.—The city has ordered an election for May 26 to vote on issuance of \$150,000 in bonds for sewerage and street purposes to be expended in Brambleton ward; H. S. Herman, city treasurer.

Richmond—Stockyards, etc.—Union stockyards, hotel, offices, etc., will be erected by the cattle brokers of the city; Carl Rehmann is preparing plans for the plant.

Staunton—Stove Company.—Chartered: The W. J. Loth Stove Co., with a capital of \$25,000, and W. J. Loth, president; F. Percy Loth, secretary and treasurer, and W. J. Loth, F. Percy Loth and F. H. Loth, directors; home office, Waynesboro, Pa.

Wytheville Iron Mines.—D. S. Forney has commenced preliminary developments of iron ore property on Reed Island creek.

WEST VIRGINIA.

Martinsburg—Electric Plant.—The Martinsburg Electric Co. will expend \$1200 for new dynamos and engines.

Rowlesburg—Portland Cement Works.—The Buckhorn Portland Cement Co. will be incorporated for the purpose of buying a 1000-acre tract of land which contains all the necessary material for the manufacture of Portland cement, and for the purchase of this property and the erection of the cement works proposed about \$350,000 will be expended; plant to have daily capacity of 1000 barrels; capital stock to be \$100,000. Those interested in the enterprise include John F. Steer and Charles H. Worthman, of the West Virginia Company, Girard Building, Philadelphia, Pa., and Rowlesburg, W. Va., and they can be addressed for further information.

BURNED.

Augusta, Ga.—C. A. Doolittle's warehouse.

Augusta, Ga.—Railroad elevator of the Georgia Railroad, Elevator & Warehouse Co.; loss \$200,000.

Baltimore, Md.—Chr. Lips & Sons' soap factory; loss \$30,000; damaged.

Crockett, Texas.—John Monk's saw mill near Crockett; loss \$1000.

Decatur, Ala.—A. D. Jervis's saw mill.

Decatur, Ala.—J. D. Jervis & Co.'s planing mills; loss \$20,000.

Gumberry, N. C.—F. Kell's saw mill; loss \$5000.

Helema, Ark.—W. D. Reeves's saw mill; loss \$10,000.

Micanopy, Fla.—D. W. Tomkins & Co.'s moss factory.

Warren, Ark.—Lowry & Taylor's saw mill; loss \$1000.

West Lake, Ga.—Col. W. S. West's saw mill.

BUILDING NOTES.

Alexandria, La.—Residence.—A. Albert will erect \$4000 residence; plans on hand.

Asheville, N. C.—Residence.—C. E. Cooley will erect residence to cost \$2800 after plans by George F. Barber & Co., Knoxville, Tenn.

Atlanta, Ga.—Orphanage.—B. C. Brooks will rebuild the burned orphanage conducted by him.

Augusta, Ga.—Residence.—Charles E. Platt will erect residence to cost \$2500 after plans by George F. Barber & Co., Knoxville, Tenn.

Barnesville, Ga.—Church.—Erection of church building contemplated. Address Dr. Rolfe Hunt.

Cave Spring, Ga.—Hotel.—Dr. J. C. Watts will erect a three-story frame hotel building, as reported last week; plans and specifications by J. G. Barnwell, of Atlanta. Bids are solicited for construction of the building.

Centerville, Ala.—Bank Building.—Sealed

bids will be received by the Bibb County Banking & Trust Co. until May 19 for the erection of a three-story brick bank building. Plans and specifications may be seen at office of Charles Wheelock & Son, Birmingham, Ala.

Charlotte, N. C.—Business Block.—C. C. Hook is preparing plans and specifications for a business block to be built on East Trade street.

Clarksville, Texas—Residences.—G. Hock and J. E. Barry will erect residences, the former to cost \$3850 and the latter \$2600; plans on hand.

Columbus, Ga.—School.—Barlow Bros. will erect a school at cost of about \$16,000.

Demopolis, Ala.—Residence.—George F. Barber & Co., Knoxville, Tenn., furnished plans for \$4000 residence for H. B. Pake.

Fort Worth, Texas—Church.—Third Christian Church will erect a new structure; Rev. Homer T. Wilson, pastor.

Glenn Springs, S. C.—Residence.—Mrs. D. McG. Buck will erect \$3500 residence; plans by George F. Barber & Co., Knoxville, Tenn.

Hagerstown, Md.—Theater.—It is said a \$30,000 company is being organized to remodel a building into a theater. Site is to be purchased from Mrs. Wm. T. Hamilton.

Honey Grove, Texas—Residence.—T. F. Williamson will erect \$4500 residence; plans now ready.

Jackson, Miss.—Opera-house.—The Auditorium Association has chosen site for its proposed building.

Kingston, Tenn.—Residence.—S. J. De Armond has plans for \$4000 residence.

Knoxville, Tenn.—Asylum Addition.—Contract for addition to Lyons View Asylum has been awarded to J. D. Hunt, of Chattanooga, Tenn., at \$19,300.

Lancaster, S. C.—Dwelling.—Mrs. L. C. Payne will erect \$3800 residence after plans now ready.

Louisville, Ky.—Dwellings.—M. L. Wilson has prepared plans for a \$5000 residence for N. G. Wetterer; H. P. McDonald has made plans for \$7500 residence for M. N. Watts.

Magnolia, Miss.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for \$4500 residence for T. B. Lampton.

Marianna, Fla.—Reformatory Buildings.—Contract has been awarded to the S. S. Leonard Co., of Jacksonville, at \$13,000 for the erection of reformatory buildings near Marianna.

New Orleans, La.—Dwellings.—Permits granted for \$1500 dwelling to J. McCabe, to Mrs. Mary Fraker for \$2000 cottage and to J. F. Germon for \$1000 cottage.

Newport News, Va.—Dwelling.—H. M. Mugler has awarded contract to J. H. Brinson for erection of dwelling.

Pearlburg, Va.—Residence.—W. J. Woods will erect residence to cost \$2500; plans obtained.

Raleigh, N. C.—Office Building.—W. R. Tucker will erect a four or five-story office and store building, as recently noted; work will be done by day labor; later on an elevator, heating apparatus, plumbing, etc., will be needed.

Rome, Tenn.—Residence.—Mrs. D. C. Rutland has had plans prepared for residence to cost \$3200.

Round Hill, Va.—Residence.—A. J. Simpson will erect \$3500 residence after plans on hand.

Round Hill, Va.—Residence.—A. B. Carter will erect \$2600 residence; plans by George F. Barber & Co., of Knoxville, Tenn.

Salisbury, Md.—Depot.—The Baltimore, Chesapeake & Atlantic Railway Co. will erect a freight station; W. Thompson, general manager, Baltimore.

Spry, N. C.—Residence.—George F. Barber & Co., Knoxville, Tenn., have prepared plans for \$3300 residence for Hiram Foard.

Tampa, Fla.—Brick Block.—J. M. Long will erect a brick business block, two stories high, modern in design; plans are completed.

Upper Marlboro, Md.—Church.—St. Mary's Church will erect a new structure for worship, to be built of red brick, with brownstone trimmings, seat 800 persons, Gothic in style, cost \$12,000, and contract will be awarded this week; H. A. Campbell, of Washington, D. C., prepared plans and specifications.

Wilmar, Ark.—Residence.—A. H. Gates will erect residence to cost \$2500; plans by George F. Barber & Co., Knoxville, Tenn.

Railroad Manager.—W. Y. Z., care of the Manufacturers' Record, is offering his services as general manager to any small Southern railroad.

RAILROAD CONSTRUCTION.

Railways.

Amarillo, Texas.—E. O. Faulkner, of Eddy, N. M., receiver of the Pecos Valley Railroad, informs the Manufacturers' Record that the Pecos Valley & Northeastern Railroad is to be completed by December 15. It is to be 206 miles long, extending between Amarillo and Roswell, N. M. It will form an extension of the Pecos Valley system, and a contract has been let to Mallory, Cushing & Co., of Chariton, Ia.

Batesburg, S. C.—The extension of the Greenwood, Anderson & Western Railroad to Batesburg is completed. It is eight miles in length. The company controlling this line has been organized under the title of the Sievern & Knoxville Railroad Co., with Richard A. Springs, of New York, president, and P. F. Sullivan, of Charleston, S. C., secretary and treasurer.

Danville, Ala.—Joseph Shackelford, one of the promoters of the Decatur, Danville & Southwestern Railroad, informs the Manufacturers' Record that it is proposed to build this line between the towns mentioned, and ultimately to extend it to Tuscaloosa or Jasper, Ala. The distance between Decatur and Danville is eighteen miles, and to Tuscaloosa is about eighty miles.

Dillon, S. C.—Rankin Bros. have recently built a tramroad into the lumber district near Dillon. It is operated by a corporation known as the Latta Lumber Co.

Frederick, Md.—L. Victor Baughman and others have organized a company under the title of the Frederick, Thurmont & Northern Electric Railroad Co., to build from Frederick to Thurmont, Md., and possibly to Gettysburg, Pa. The first part of the road will be about twelve miles long. The officers are: President, L. Victor Baughman; vice-presidents, Isaac S. Annan, Alexander Ramsburg; secretary, Charles C. Waters; treasurer, F. B. Smith; counsel, W. H. Hinks; engineer, R. A. Rager.

La Follette, Tenn.—It is reported that the Tennessee Northern Railway Co. is making arrangements for the proposed extension of its line to Jellico, a distance of twenty miles, and to Middlesboro, Ky., a distance of thirty-three miles. H. M. La Follette is manager of the company.

Leeds, Ala.—The branch of the Southern Railway under construction to the property of the Sloss Iron & Steel Co. is nearly graded. It will be eight miles long.

Lexington, Ky.—It is reported that R. M. Broas, of New York, who is promoting a railroad line in Wolfe and Morgan counties, is making another survey for the line, which will be about thirty-five miles long and connect with the Lexington & Eastern Railroad near Jackson, Ky.

Maxton, N. C.—Messrs. Devane & Hall are constructing a narrow-gauge railroad about five miles long which will be a branch of the Cape Fear & Yadkin Valley Railroad. It is to be used for hauling lumber from tracts in Richmond county.

Memphis, Tenn.—It is stated that one of the Western parties interested in the proposed railroad along the west bank of the Mississippi river to New Orleans is A. Phillips, of St. Louis, who has been investigating the merits of the enterprise for St. Louis and Milwaukee parties. He is represented in Memphis by W. A. Percy and John H. Watkins.

Minden, La.—It is reported that the Arkansas & Louisiana Railroad has been completed to a point within seven miles of Cotton Valley, and that the grading has been completed between the towns mentioned. It is expected to have the line completed between Minden and Cotton Valley by July 1. The road is being promoted by the Arkansas, Louisiana & Southern Railroad Co., of which F. H. Drake is president.

Monterey, Tenn.—C. O. Godfrey, representing the Union Land, Coal & Coke Co., informs the Manufacturers' Record that this company may build a line about twenty miles long for the purpose of opening up its coal and timber property in the vicinity of Monterey. Mr. Godfrey's address is Fort Payne, Ala.

Montgomery, Ala.—The branch of the Mobile & Ohio Railroad between Montgomery and Columbus, Miss., is completed. It is 182 miles in length. It is understood that the line will be open for traffic about June 1.

Pickens, S. C.—The Pickens & Easley Railroad has been completed between the towns mentioned, a distance of nine miles. It is a feeder of the Southern Railway.

River View, Ala.—Surveys are being made from River View to Opelika, a distance of ten miles. The proposed road will be an extension of the Chattahoochee Valley Rail-

read in operation between West Point, Ga., and River View. L. Lanier is president of the company, at West Point.

Street Railways.

Baltimore, Md.—The City Passenger Railway Co. is considering an extension of its lines in the northwestern section of the city. Walter S. Franklin is president of the company.

Baltimore, Md.—It is reported that work is to begin upon the proposed electric railway from the eastern section of the city along the North Point road. It is to be eventually completed to North Point. Ormond Hammond, president of the Maryland Ice Co., of Baltimore, is reported as interested in the enterprise.

Jackson, Tenn.—The electric railway in Jackson has been completed and is now in operation.

St. Louis, Mo.—The Lindell Railway Co. has secured a franchise to build a line in the suburbs of the city which will be an extension of its Delmar Avenue branch. It has also secured franchises for a branch to the Meramec river and into Clayton, Mo. It is understood that the lines will be operated by trolley motors. Work is to begin at once. George W. Baumhoff is general manager of the company.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Agricultural Implements.—Homewood Farm Association, J. A. Brown, president, Chadbourne, N. C., will buy farming machinery.

Belt.—See "Grain Elevator."

Boat.—Harry Sheets, Monroe, La., wants to buy a portable (knockdown) boat, either steel or iron, about forty feet long.

Boats.—Sealed proposals will be received until May 6 for the construction of fifteen 23-foot and six 26-foot Monomoy surfboats, to be delivered on the grounds of the Monmouth Beach Life-Saving Station, near the Galilee Railroad Station, New Jersey. Plans and specifications, together with forms of proposal and full information, can be obtained upon application to the inspector of life-saving stations, 24 State street, New York city, or U. S. Life-Saving Service, Treasury Building, Washington, D. C.; S. L. Kimball, general superintendent.

Boilers and Engines.—Herbert Burgess, Ransmeir, N. C., wants prices on 25-horse-power stationary engine and boiler, with all fixtures complete; also on 15-horse-power engine and boiler. (See "Woodworking Machinery.")

Boiler Supplies.—Arlington Oil & Fertilizer Co., Arlington, Ga., wants to obtain supplies to obviate scale in boilers.

Broom and Brush Machinery.—National Brush & Broom Co., 503 D street N. W., Washington, D. C., will probably want additional broom and brush machinery.

Cotton-gin Press.—C. C. Vaughan, Camden, S. C., will need a cotton-gin press.

Cotton Mill.—Norwood Cotton Manufacturing Co., J. A. Tyson, secretary, Norwood, N. C., is ready to buy equipment for 5000-spindle (twisters) mill.

Cotton Mill.—D. J. Griffin, Tuscaloosa, Ala., is ready to receive bids on fifty roller cards, 100-horse-power engine, 125-horse-power boiler, complete battening outfit, etc.

Dredging.—Sealed proposals for dredging at Sabine Pass, Texas, will be received until May 27, and then publicly opened. Information furnished on application. James B. Quinn, major, engineers, custom-house, New Orleans, La.

Electrical Machinery.—F. G. Hughes, Whitewright, Texas, wants to buy a dynamo to operate from three to eight lights, to be run by motor-power.

Electric-light Plant.—Sumter Ice Manufac-

turing Co., Sumter, S. C., invites estimates on erection of arc and incandescent electric-lighting plant; H. Harby, president.

Electric-power Plant.—See "Water Works."

Elevator.—W. R. Tucker, Raleigh, N. C., will need elevator for office building.

Furniture Decorations.—R. B. Lambert, Waynesboro, Pa., wants addresses of manufacturers of drop carvings for furniture.

Gasoline Engine.—See "Grain Elevator."

Grain Elevator.—C. B. Anders, Union Bridge, Md., will be in the market for good second-hand elevator machinery, including 14 or 15-horse-power gasoline engine, belting, shafting, spouting, separator, scales, Bress dryers, etc.

Heating Apparatus.—W. R. Tucker, Raleigh, N. C., will need heating apparatus for office building.

Iron Founders.—John E. Craig, Gainesville, Ga., wants to correspond with manufacturers of malleable-iron castings.

Knitting Machinery.—Marietta Knitting Co., Marietta, Ga., is in the market for machinery for finishing fast-black hosiery, Bress dryers, etc.

Mining Equipment.—W. W. Turner, El Dorado Springs, Mo., will possibly want machinery for mining lead and zinc.

Naphtha Boats, etc.—A. L. Townsend, Bainbridge, Ga., wants to correspond with builders of naphtha and gasoline launches; wants to obtain estimates on 20 to 25-foot launches. (By a typographical omission the word "foot" was absent from this item in the "Bulletin" of April 26.)

Novelties.—George A. Smith, Tryon, N. C., will buy novelties for racket store.

Packing Equipment.—Newton H. Smith, Fayetteville, N. C., wants prices on equipment for packing peaches and tomatoes.

Plumbing.—W. R. Tucker, Raleigh, N. C., will need plumbing.

Railway Equipment.—Marbury Lumber Co., Bozeman, Ala., wants to buy a mile of 35-pound relay rails or new, with steel plates, bolts, etc.

Railway Equipment.—Miller Supply Co., 217 Ninth street, Huntington, W. Va., is in the market for 25-pound relay rail and 50-pound relay rail.

Rock Crusher.—A. J. Twiggs, Augusta, Ga., wants to buy a second-hand rock crusher of 80 to 100 yards capacity per day.

Saw Mill.—Homewood Farm Association, J. A. Brown, manager, Chadbourne, N. C., will probably want to buy a saw mill.

Scales.—See "Grain Elevator."

Soda Fountain.—B. P. Stepf, P. M., Flat Rock, N. C., wants to buy a soda fountain with fixtures.

Steam Shovel.—H. H. George, Jr., Lawrenceville, Ga., wants to lease a steam shovel for four months.

Water-power Plant.—See "Water Works."

Water Works.—Columbus Water Works Co., H. H. Epping, president, Columbus, Ga., will need a pair of pumps for stand-pipe; also probably 5000 feet of mains, also water or electric power for pumps.

Water Works.—The city of Rock Hill, S. C., will open proposals May 15 for the granting of a franchise for water-works system. Specifications now on file in office of city council. W. C. Hutchinson, mayor.

Water Works.—Clinton Water & Light Co., Clinton, Ky., will receive proposals for the construction of water works, plant to include 170 tons cast-iron pipe, three tons special castings, laying of about 12,500 feet of pipe, furnishing and setting of twenty hydrants and necessary valves, tower and tank sixty feet high with capacity of 40,000 gallons, 50-horse-power boiler, 500,000-gallon tank, 50-horse-power boiler, 500,000-gallon pump, brick power-house, six-inch tubular well, deep well pump of 150,000 gallons daily capacity and reservoir of 60,000 gallons capacity; R. L. Johnson, president.

Water Works.—R. H. Thomason, Madison, Ga., wants to buy water-supply system for private house; water to be drawn from well six feet in diameter; correspondence solicited.

Woodworking Machinery.—C. C. Vaughan, Camden, S. C., wants to buy a flooring and ceiling machine.

Woodworking Machinery.—Joseph A. Wilson & Co., Johnson City, Tenn., will want machinery for making shuttle blocks and baseball bats.

Woodworking Machinery.—Fred W. Hall, Corry, Pa., wants to correspond with makers of machinery for manufacturing pall handles and spools.

Woodworking Machinery.—Herbert Burgess, Ransmeir, N. C., wants prices on double-surface planer and matcher to match as

much as twelve inches wide, weight about 4500 pounds; 25-horse-power stationary engine and boiler, with all fixtures; 15-horse-power stationary engine and boiler; small saw mill, with about 48-inch saw; second-hand machinery preferred.

TRADE NOTES.

Saw Mill.—Contract has been placed with the Filer & Stowell Co., of Milwaukee, Wis., to equip a saw mill at Winnsboro, Texas.

Opening a New York Office.—The Keystone Electric Co., of Erie, Pa., manufacturer of electrical machinery and supplies, has opened a New York office at 318 Broadway, ground floor, with Mr. C. F. Whittemore as manager.

Government Contract.—A contract to furnish the United States Navy with 500 galvanized seamless-steel coal baskets has been received by the Granite State Evaporator Co., of Marlow, N. H.; New York offices 500 to 504 Temple court.

Government Belting Contracts.—Messrs. Coggins & Owens, of Baltimore, Md., well-known manufacturers and supply dealers of that city, have secured recently an order from the national government for 5000 feet of leather belting made by the Hudson Belting Co., of Boston, Mass., for which concern Messrs. Coggins & Owens are agents.

Ball Engines.—New Vancouver Coal Co., Nanaimo, British Columbia, has ordered a 175-horse-power engine from the Ball Engine Co., Erie, Pa., for electric mining purposes; Chappell Chemical Co., of Hegeleisch, Ill., will have an electric-light plant with "Ball" engine to furnish the power; American Ordnance Co., Lynn, Mass., has ordered a 125-horse-power "Ball" engine for use in government work.

Belting Shipment.—Charles A. Schieren & Co., No. 47 Ferry street, New York, have just made a shipment of leather belting to the Pacific Beet Sugar Co., at Huachuca, Cal., of 5500 feet of leather belting, all double sizes, running from four inches in width to sixty-four inches in width, total net weight of the shipment being 9419 pounds. This is one of the largest shipments of leather belting ever sent out of New York.

Ice Machinery.—The York Manufacturing Co., of York, Pa., has contracts to supply Rudolph Weidman, of Lock Haven, Pa., a 15-ton refrigerating plant for brewery; Eugene Lewis, of Greenfield, Ind., an ice plant of twenty-five tons capacity; Loder Brewing Co., of Columbia, Pa., two 40-ton refrigerating machines and a 15-ton ice plant; Valentine Fink, of New York city, a six-ton refrigerating plant for packing houses.

For Warships.—The Buffalo Forge Co., of Buffalo, N. Y., has been shipping recently a number of fans and engines to be used on war vessels of the national government. Machines for the "Yosemite," "Dixie" and a new torpedo-boat have been shipped already, and an order for a revenue cutter is being filled. The Buffalo Forge Co. has been constructing these devices for a number of years, and is able to fill contracts in a most expeditious manner.

Furnished Ammunition Hoists.—A good example of dispatch in filling orders in war times is found in the fact that in nine days from receipt of order the Lidgerwood Manufacturing Co., New York, furnished ammunition hoists for the warships Yosemite and Dixie, being fitted out at Newport News as auxiliary cruisers. The order consisted of ten complete hoists, comprising double-cylinder engines, cages, guides, sheaves and all the necessary paraphernalia.

Sectional Steamboat for the Yukon.—The Yukon river steamboat "Fortune Hunter" has been shipped to St. Michael's Island for use by a mining company just starting its expedition to the Alaska gold fields. This steamboat was constructed during the winter by the Marine Iron Works, of Chicago, Ill. This steamer will be erected at St. Michael's Island, and will be capable of carrying fifty to seventy-five passengers and a large amount of freight. The Marine Iron Works has of recent years built many portable craft of this kind and its success in this work has been marked.

Large Orders for Tools.—The American Tool Works Co., of Cincinnati, O., has received orders during the past week for lathes, planers and milling machines to be placed in the Indianapolis shops of the Economic Power Co., of Rochester, N. Y. Orders have also been received by the American Tool Works Co. for lathes, planers,

shapers, drill presses, milling machines, bolt cutters, etc., for shipment to St. Petersburg, Russia, and for a full line of engine lathes ranging in swing from fourteen to thirty inches for shipment to Stockholm, Sweden, and for planers, lathes and shapers for Mexico.

Dixon Crucible Company.—The annual meeting of the stockholders of the Joseph Dixon Crucible Co. was held at the company's main office, Jersey City, N. J., Monday, April 18, and out of a possible vote of 7345 shares there were 7042 shares voted for the re-election of the old board, consisting of Edward F. C. Young, John A. Walker, Daniel T. Hoag, Richard Butler, William Murray, Alexander T. McGill and Joseph D. Bedle. President E. F. C. Young, Vice-President and Treasurer John A. Walker and Secretary George E. Long were re-elected by the directors. Judge Joseph D. Bedle was also re-elected as counsel.

The Wilkinson Stoker.—The Wilkinson Manufacturing Co., of Philadelphia, Pa., announces that it has removed its main office from 678 Philadelphia Bourse to 1107-1108 Stephen Girard Building, 12th and Girard streets, to which all communications should be addressed. The company also reports that it has received an order from the Nassau Electric Railway Co., of New York, to equip 15,000 horse-power of boilers with the Wilkinson stoker; order from the Brooklyn Heights Railway Co. for the equipment of 12,000 horse-power, and has just completed the installation of stokers under 3500-horse-power boilers at the Waldorf-Astoria Hotel, which is the most beautiful plant in operation, with automatic stokers.

The South Side Elevated Railroad, of Chicago, has put in operation on its lines the Sprague multiple unit system. The change of this entire line is rapidly being made to the electrical system from steam. The Brooklyn (N. Y.) Elevated Railroad also adopted this system for its initial equipment. The Sprague Electric Co.'s works at 527 West 34th street, New York city, is running day and night at present in order to keep up with its orders, among which are contracts from the national government for interior conduit and "Lundell" power motors. The interior work of the Sprague Electric Co. is used upon a large number of the government war vessels, and many of the newly-acquired auxiliary ships and tugs are being equipped with it.

Ironphalt Roofing.—"Ironphalt" roofing is composed of two layers of wool felt saturated with a composition of asphaltum and cemented together with a layer of burlap canvas in the center, the whole fabric passing under hydraulic pressure, causing it to be a compact sheet of waterproof roofing, the surface of which is covered with a soft composition, into which is imbedded iron pyrites free from sulphuric acid. In color it is a rich brown, making a portable roofing ready for use. It is both fire and water proof. As the roofing surface is covered with iron, it virtually makes an iron roof, thereby securing the insurance risk the same as on metal or slate roofs. All who contemplate using roofing are invited to write for samples before buying. Address the Armitage Manufacturing Co., 3200 Williamsburg avenue, Richmond, Va.

Lubrication of Gas-engine Cylinders.—The proper lubrication of gas-engine cylinders is a problem that seems to have been solved by the Pennsylvania Railroad Co. An official says: "I had a gas engine at Sharon, Pa., running a pump, and the man that had charge of it allowed the lubricant to run dry and cut the piston, piston rings and cylinder. The makers of the gas engine said the cylinder would have to be sent to the shop and bored out and a new piston put in. It was our busy season and we could not do without water. I had some of Dixon's finely powdered graphite, and I commenced to feed it into the cylinder through the suction pipe with the air and gas with immediate relief. After about two weeks the engine was running smoother and using less gas than ever before. I had this same engine apart last Saturday, and every place that was cut is smooth as glass. This one instance saved us about \$75. I have great faith in this graphite and always keep it on hand."

A New Belting.—The Boston Belting Co., of Boston, Mass., has placed on the market "Gutta Balata" belting, a comparatively new thing for this country, although belting of a similar nature has been manufactured for many years in European countries successfully and extensively used in the transmission of power. The American product is made under Forsyth's patent, is seamless, and therefore has no external seam to open

[May 6, 1898.]

and come apart. The maker claims for this beltting the following advantages: Can be run with either side next to the pulley; will not deteriorate with reasonable age; practically unaffected by oils or grease; strengthens the least of any belting made; does not slip if properly adjusted to the pulleys, and does not require dressing; has its plies so firmly united that separation is almost impossible; unusually durable; can be faced and spliced in the same manner as other belts; will do hard and severe work successfully, and lots of it. Other information will be gladly furnished at any of the offices of the company.

TRADE LITERATURE.

Agricultural Tools, etc., Messrs. Peter Henderson & Co., of 35 and 37 Cortlandt street, New York city, have issued a catalogue of tools and implements, fertilizers, insecticides and essentials for the garden, farm, greenhouse, lawn, orchard, poultry yard, stable and household.

Slasher Catalogue.—The slasher catalogue of the Cohoes Iron Foundry & Machine Co., of Cohoes, N. Y., is being distributed to those interested. This company's special machinery for the sizing and dressing of warps, etc., has attained a reputation of worth among the manufacturers of cotton goods.

Lightning Arresters.—The General Electric Co., of Schenectady, N. Y., has issued a catalogue of lightning arresters. Frequent and unusually severe storms, accompanied by destructive lightning, often ruin electrical apparatus and render circuits inoperative, and these arresters are designed to prevent such damage.

Vapor Launches.—An interesting catalogue issued by the Marine Vapor Engine Co., of Jersey City, N. J., contains descriptive and illustrative matter about the vapor alcohol launches built by the company. The advantages which the company claims for the "Aero-Vapor" launch over naphtha and other power boats are clearly set forth.

Power Transmission.—One of the most complete lines of power-transmitting machinery extant is treated of in the catalogue "A" of the Falls Rivet & Machinery Co., of Cuyahoga Falls, O. The line includes pulleys, shafting, hangers, pillow blocks, couplings, collars, friction-clutch pulleys, friction-clutch couplings, etc. This company has for years met with success throughout the entire country in supplying the machinery which it has chosen to make its specialty, and complete satisfaction with its goods is generally acknowledged.

Art Glass, etc.—The L. Grosse Art Glass Works, of Pittsburg, Pa., circulates a catalogue containing some illustrations of the different styles of art glass decorations which the company manufactures. The Gross Company's product includes such architectural decorations as art glass, memorial windows, mural decorations, hardwood interiors, residential work of a colonial character, etc., all of the highest grade in material and workmanship. The paper mache column capitals and other decorations of Charles Emmel, of Boston, are also handled by the L. Grosse Art Glass Works, and special catalogues on these goods are also obtainable.

"Bits of Wisdom."—Factory owners will be interested in a circular just issued by Messrs. Alden Speare's Sons & Co., Boston, Mass., manufacturers of "Abestine" cold water paint. They claim for their product merit over other paints, and incidentally give good advice to prospective customers. "A dirty face is never an indication of refinement, neither does it inspire confidence, be the face that of a person or building." "Paint your factory walls white, because it will increase the amount of light within and enable your workmen to see and do better work." "An owner who improves the condition of his workmen improves his own condition as well." The above are but samples "bits of wisdom" contained in the circular. Send for it.

April was the largest month in the history of the Winston (N. C.) internal revenue office. The stamp sales aggregated nearly \$195,000, and shipments of manufactured tobacco reached 3,106,434 pounds. There were sold during the month 1,122,576 pounds of leaf tobacco.

The Home Magazine, heretofore published at Binghamton, will issue its June number from its metropolitan office at the St. James Building, New York city.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Government Bonds in the South.

The proposed loan to be secured by the government for war purposes will give the Southern banking institutions, as well as the Southern people generally, another opportunity to show their fidelity and devotion to the United States, which will doubtless meet with a hearty response. The plan at present under consideration is to allow people generally to subscribe at least a portion of the issue, which will bear 3 per cent. interest. Subscriptions to the bonds may be possibly received at postoffices and other places where accessible. According to a dispatch from Washington, a number of national banks in the country have offered to assist in placing the issue without compensation. Here is an opportunity for the Southern banks to take the same step in assisting the government. The response of the South to the demands of the country since war was declared has been so hearty and unanimous that the Manufacturers' Record does not doubt the bond issue will also be in great demand throughout the Southern States.

In Good Condition.

At the annual meeting the United States Fidelity & Guaranty Co., of Baltimore considered reports of the year's work, which showed a very satisfactory state of affairs. The assets reported were \$1,213,144. The liabilities included capital stock paid in cash \$1,000,000, cash held as security for risks \$26,813.23, and net income, premium and interests, less expense and loss, and surplus fund \$186,830.44. The directors elected the old officers as follows: John R. Bland, president; J. Kemp Bartlett, Jr., Edward J. Penniman and Andrew Freedman, vice-presidents; Alexander Payson Knapp, secretary, and Townsend Scott, treasurer.

New Corporations.

H. A. Williams, R. D. Brandt and others have organized the Eagle Bank at Louisville, Ky., with \$15,000 capital.

The Loewen Investment Co. has been incorporated at St. Louis, Mo., by Albert Loewen and others, with \$25,000 capital.

John W. Hill, Frank H. Vance and others have formed the Texas Mutual Life Insurance Co., with \$500,000 capital. The office of the company is at Austin, Texas.

The Carolina Insurance & Investment Co., of Yorkville, S. C., has received a commission to do business. J. R. Lindsey and W. M. Probst are directors of the company.

New Securities.

The Bleed-Moore Investment Co. has increased its capital to \$10,000. The office of this company is at St. Louis.

The town of Summit, Miss., has received bids for an issue of \$15,000 in an issue of 6 per cent. bonds for water-works purposes.

It is reported that Messrs. Barbee & Smith have secured the issue of \$150,000 in 4 per cent. refunding bonds sold by the city of Nashville, Tenn.

The issue of \$25,000 in 5 per cent. bonus of Albany, Ga., will be sold on May 16. Bids will be received until that date.

John R. Whitehead is chairman of the finance committee.

An election will be held on May 26 by the city of Norfolk, Va., to decide upon

an issue of bonds to the amount of \$150,000 for general improvements. The election will be held in Brambleton Ward only. H. C. Herman, city treasurer, will give further information.

Dividends and Interest.

The First National Bank of Louisville, Ky., has declared a semi-annual dividend of 5 per cent.

The Jefferson City Gaslight Co., of New Orleans, has declared a dividend of \$2.50 per share.

The Irish-American Investment Co., of Augusta, Ga., has declared a dividend of 6 per cent. on its capital stock.

The annual interest of 4 per cent., due May 1 to depositors in the St. James Savings Fund, will be payable May 16.

Messrs. Townsend, Scott & Co., of Baltimore, Md., will pay interest on 5 and 8 per cent. bonds of Staunton, Va., due May 1.

S. P. Smith, recorder, will receive bids until May 7 for the issue of \$60,000 in 6 per cent. water-works bonds of West Union, W. Va.

The Dukehart Brewing Co., of Baltimore, Md., will pay semi-annual interest of 4 per cent. on its bonds at the American National Bank.

Coupons of the consolidated first mortgage bonds of the Central Railway Co., due May 1, 1898, will be paid at the Citizens' National Bank of Baltimore.

Hambleton & Co. will pay the interest due May 1 on the first mortgage 5 per cent. bonds and the convertible 5 per cent. bonds of the Baltimore Traction Co.

Coupons of the first mortgage bonds and of the certificates of indebtedness of the Baltimore City Passenger Railway Co., due May 1, 1898, will be paid at the National Mechanics' Bank of Baltimore.

The receivers of the Baltimore & Ohio Railroad Co. will pay on the first of May at the Finance Co. of Pennsylvania, Philadelphia, interest upon B. & O. equipment trust bonds "B," interest upon Confluence & Oakland Railroad first mortgage bonds. At J. P. Morgan & Co., New York; interest upon Baltimore & New York Railroad Co.'s bonds.

The following interest is payable by the city of Baltimore on and after May 1: Water loans, 1916, 5 per cent., \$125,000; 1926, 4 per cent., \$20,000; 1922, 4 per cent., \$10,000. Jones's Falls loans, 1900, 6 per cent., \$12,000; 1900, 5 per cent., \$11,962.50; 1900, 3.65 per cent., \$4407.37; 1900, 3½ per cent., \$1400; 1900, 3 per cent., \$750. Funding loan, 1916, 5 per cent., \$25,000. Paving loan, 1920, 4 per cent., \$10,000.

Demand for Lead.

As a result of the active demand for lead, new life has been instilled into the mining camps in the southwestern part of the State, says the St. Louis Republic. The outputs of shafts have been doubled in many cases, and an unequalled era of prosperity has set in for the lead producers. Joplin, Carthage, Webb City, Galena and a number of other mining centers have begun to boom as they never have before, and the receipts of lead in St. Louis have been increased beyond all precedent.

The smelters are all running full blast, and more money has been put in circulation in the lead-producing centers than has ever been seen in any of them. The activity has put renewed energy into almost every branch of trade in the cities and towns named, and the railroads, the wholesalers and retailers have reaped profits alike.

A block of marble quarried near Knoxville and weighing 45,000 pounds was recently shipped to a firm at East Cambridge, Mass.

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Hambleton & Co. Bankers and Brokers,

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Letters of Credit Available Everywhere.

Dividend No. 13.

THE AMERICAN COTTON OIL CO.

No. 46 Cedar Street, New York, May 3d, 1898.

At a meeting of the Board of Directors, held this day, a semi-annual dividend of THREE PER CENT. upon the preferred capital stock of The American Cotton Oil Company was declared payable June 1st, at the office of Winslow, Lanier & Company, 17 Nassau Street, New York.

The Preferred Stock Transfer Books will be closed at 12 noon May 14th, and reopened at 10 A. M. June 2d, 1898. JUSTUS E. RALPH, Secy.

Providence, R. I., May 3, 1898.
Card to the Public

Interested in Mill Building:

I wish to correct a misstatement in the issue of the 29th regarding the "V"-shaped construction for mills.

This method is an original idea by C. A. M. Praray, who patented the same April 17, 1894, and is known by every mill man in this country as the "Praray" improved construction for mill, etc.

The patentee wishes it understood by the public that are interested in this improved method of construction, that this idea, planned by others, and not ap-

J. WM. MIDDENDORF.

Members Baltimore Stock Exchange.

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proved by him, will be treated as an infringement.

All buildings, such as the Thos. M. Holt and the Corn, of the Thos. M. Holt Manufacturing Co.; the Selma Cotton Mills, at Selma, Ala.; the "Dixie" Cotton Mills, at La Grange, Ga., and the Georgia Western Cotton Mills, Douglasville, Ga., now being erected by Mr. Samuel Hale, and the Afro' Cotton Mills, at Anniston, Ala., were planned in every detail by the inventor, which is,

Yours very truly,

CHARLES A. M. PRARAY.

C. A. M. PRARAY & Co.,
Mill Architects and Engineers,
Offices at Providence, R. I.,
and Charlotte, N. C.

TO CONTRACTORS.

If you have any municipal bonds or warrants, taken in payment for building waterworks, court or school houses, jails, etc., write us. Conditions being favorable, we can use them.

F. M. STAFFORD & CO.
Dealers in Southern Municipal Securities,
Chattanooga, Tenn.

JOHN L. WILLIAMS & SONS,
BANKERS,
Dealers in RICHMOND, VA.
Southern Investment Securities,
MUNICIPAL BONDS A SPECIALTY.
Correspondence Invited.

WM. B. OLIVER.

Southern Investment Securities,
MUNICIPAL BONDS A SPECIALTY.

Correspondence Invited.

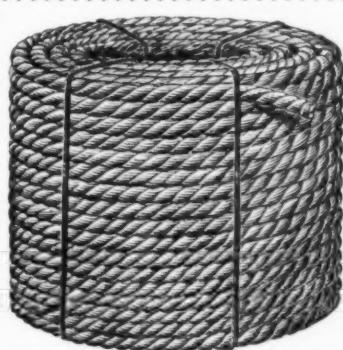
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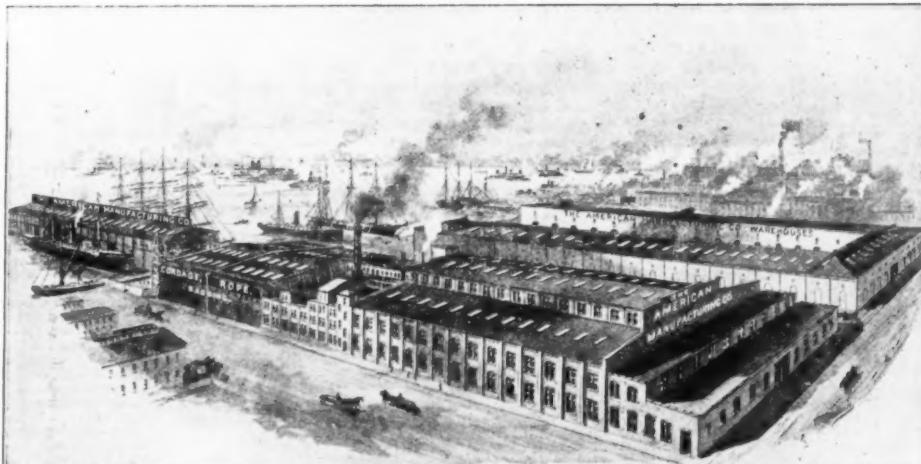
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PROPOSALS.

SEALED PROPOSALS will be received by the City Clerk up to 7 o'clock P. M., June 7, 1898, for furnishing gas lights of 2000 candle-power each, to be used in lighting the streets of the city of Greenville, Mississippi, and for such incandescent lights as may be required, under a franchise to be granted by the City Council. J. M. LEE, City Clerk, Greenville, Miss.

PROPOSALS FOR STOP VALVES.

Proposals, indorsed "Proposals for Stop Valves," and addressed to the Chief Engineer of the Water Board, will be received until 12 o'clock noon, Monday, May 9, 1898, at the office of the Chief Engineer of the Water Board, for furnishing and delivering 1,000, Baltimore, Md., such stop valves as may be required by the Water Board during the balance of the year 1898.

The approximate quantities to be required are 50 six inch valves, 20 ten-inch valves, 10 twelve-inch valves, 6 sixteen-inch valves, to twenty-inch valves, 1 twenty-four-inch valve, to be bevel-gearied, 2 twenty-four-inch valves, to be spur-gearied, 5 thirty-inch valves and 1 thirty-six inch valve, with by-pass, for heavy pressure.

Specifications may be obtained from the office of the Chief Engineer of the Water Board.

All proposals must be accompanied by a certified check for five hundred dollars, (\$500) made payable to the Water Board of Baltimore City and the successful bidder will be required to give bond satisfactory to the Water Board equal in amount to one-half of the value of the contract.

The Water Board reserves the right to reject any or all bids.

By order of the Water Board,
WILLIAM L. KENLY,
Chief Engineer.

Sealed Bids

For \$25,000 of Five Per Cent. Gold Bonds of the City of Albany, Ga.

ALBANY, GA., April 19, 1898.
Sealed bids addressed to the undersigned will be received at the Clerk's office of the city of Albany until noon of the 16th day of May, 1898, for the whole or any part of an issue of \$25,000 in bonds of the city of Albany, of the denomination of \$500, drawing 5 per cent. interest, payable semi-annually, due 25 years from the date thereof, and payable, principal and interest, in gold coin of the present United States standard of weight and fineness at the Mercantile National Bank in the city of New York, State of New York. No bid considered unless accompanied by a certified check for \$500 to insure bona fides, and the right is expressly reserved to reject any and all bids.

[Signed] JNO. R. WHITEHEAD, Chm.
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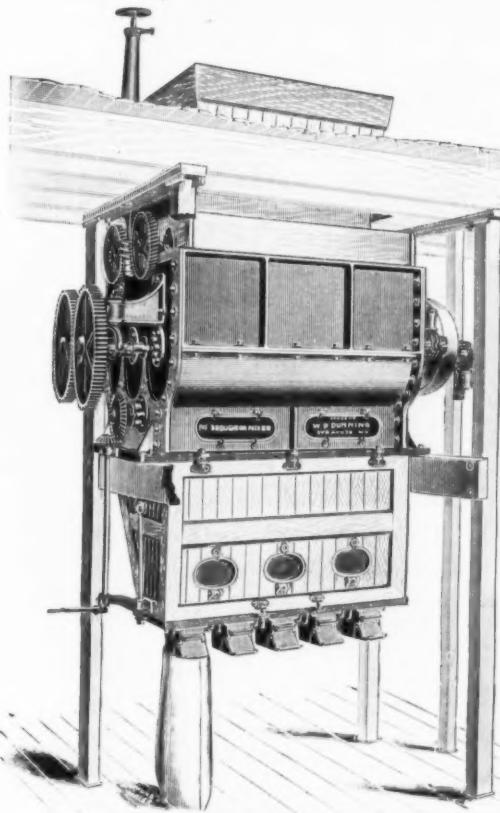
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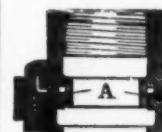
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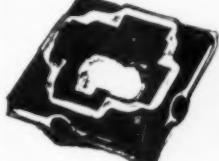
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**Plant of 40,000 Spindles
Being Sold.**

Carding, Spinning, Warping and Weaving Machinery. All in excellent condition.

Prices Low. Send for Complete List.

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Bleaching, Dyeing and
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AGENTS WANTED—To Sell the
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Latest invention, Automatic, Ball Bearing, Compound Leverage, Self Contained. No gear wheels or springs. Full circle, Simple in construction, efficient in service. Write, prices, discounts.

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IMPROVED WATER POWER

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Will Sell or Lease

First-Class Manganese Property
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Manufacturers who are contemplating removing their plant or establishing a branch factory are invited to investigate the superior advantages possessed by the

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The third largest power in the United States, situated at WELDON, N. C., at the junction of the Seaboard Air Line and Atlantic Coast Line.

2000 HORSE POWER NOW READY for immediate use and capable of development to almost any extent, situated at the head of navigation of Roanoke River and junction of Atlantic Coast Line and Seaboard Air Line. INSURING FIRST-CLASS SHIPPING FACILITIES TO ALL POINTS AND LOW FREIGHT RATES. Absolutely free from interference by high water. Good manufacturing sites for various industries are available. 2,000,000 brick on hand and yard sufficiently large to supply any demand. Weldon is in the centre of the RICHEST COTTON LAND IN THE SOUTH 200,000 BALES COTTON BEING PRODUCED ANNUALLY.

This section is RICH in TIMBER and WOOD for manufacturing purposes, as well as for making acetate of lime or potash. Boats using 3% feet water can go up the river from our power site for 30 miles, developing a valuable timber country that has not been penetrated.

FOR THE ESTABLISHMENT OF AN ICE FACTORY no better location can be found, having a territory of a radius of 50 miles, containing a population of 400,000.

LABOR INTELLIGENT, ABUNDANT and CHEAP. ALL DESIRABLE and NEEDED ADVANTAGES.

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Roanoke Navigation & Water Power Co.

JAS. W. WILSON, Pres't. & Gen. Mgr.

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About 29 Miles Railroad,

IN

Western Texas,

Standard gauge 60-lb steel rails barely used, with all ties and other materials, franchises, etc., belonging thereto. Suitable for a Texas or Mexican railroad development.

For full particulars address,

HYDE BROS & CO.

Lewis Building,

PITTSBURG, PA.

Special Commissioner's Sale,

WEDNESDAY, MAY 18, 1898,

OF THE

Newport Cotton Mill,

NEWPORT, TENN.

The following describes the property: The building is a heavy brick structure, 40x200, four stories high; the dye house 40x60, and engine and boiler buildings are of frame, covered, roof and sides, with iron. The engine is a Frick & Co. Corliss of 130 H. P.; 2 Erie City boilers, 80 H. P. each. The looms are of the Bridesburg & Knowles pattern, 192 in number, with quillers and beams sufficient for service. The dye house is equipped with dyeing and dying machines sufficient for 50 or more looms. The building will accommodate 100 more looms. Buildings and machinery will be sold separately and together. Newport is the county seat of Cocke County, Tennessee, situated in a beautiful, fertile and healthy section. Labor abundant and cheap. Living as cheap as anywhere in the entire South. The mill is situated on the main line of the Southern Railway running direct to Washington. Any further information will be cheerfully given by

JOHN W. FISHER,

Special Commissioner, Newport, Tennessee.

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Attorney and Counsellor-at-Law,
EQUITABLE BUILDING,
ATLANTA, GA.**

General law practice. Collections, loans, money invested, options secured and information furnished concerning Southern properties of all kinds.

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Are the Best.

Charter is good in any state, no liability, signers furnished saving you \$40, consultation free.

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No Personal Liability. Non-Assessable Stock.
Plan mailed on application.

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26,000 ACRES OF LAND,
From 4 to 16 miles from Summerville, S. C. a noted health resort, containing long and short leaf pine, oak, hickory ash, cypress, etc. Contains excellent farming and pasture land, and is convertible into a game preserve. Also second-hand machinery in good order.

A. W. TAYLOR LAND & LUMBER CO.
SUMMERVILLE, S. C.

FORECLOSURE SALE

OF THE

**Property and Franchise of
Standard Cotton Mills
of Rock Hill, South
Carolina.**

Under and by virtue of the decree of the Circuit Court of the United States, for the District of South Carolina, filed the fourth day of April A. D. 1898, in the cases of A. Klipstein & Company vs. Standard Cotton Mills, et al, and Central Trust Company of New York vs. Standard Cotton Mills, et al, I, Julius H. Heyward, Standing Master of said court, will sell at public auction upon the premises of said defendant corporation, in the city of Rock Hill, in the county of York and State of South Carolina, on the tenth day of May, 1898, at 12 o'clock M., "the entire property and estate of The Standard Cotton Mills, being the real estate of said corporation, embracing twenty-seven acres of land, more or less, situated on the line of the Ohio River and Charleston Railway, in the city of Rock Hill and county of York and State of South Carolina adjoining lands now or formerly of W. B. Wilson and A. R. Smith, Mrs Margaret Kimball, I. & A. Jones, W. M. Steel, and others, including the factory and all dwellings and out-houses thereon, all the machinery in said factory fixtures, workshops, tools and materials, and all the Corporate Rights and Franchises and Privileges of said Corporation, and any and all other property of said Corporation now in the hands of the Receiver."

TERMS—One third cash, upon the order of the court confirming the sale, and the balance on a credit of twelve months with interest from day of sale, secured by bond of the purchaser and a mortgage of the premises, property to be insured for amount of credit portion and policy assigned as additional security. Purchaser to have the privilege of paying all cash.

The upset price will be \$40,000 for said property as a whole, and no bid shall be finally accepted unless accompanied with a certified check for \$2,000, which shall be forfeited in case of the purchasers failing to comply with the terms of sale.

In complying with the terms of said sale any bondholder may use his bonds as cash to the extent of the dividend that he would be entitled to receive on said bond or bonds, and any party to the cause has leave to become a purchaser.

**JULIUS H. HEYWARD,
Standing Master.**

**THE BRADSTREET
Mercantile Agency**

WAS ESTABLISHED IN 1849.

Is the oldest and financially the strongest organization of its kind, working in one interest and under one management, with more capital invested in the business, and expends more money every year for the collection and dissemination of its information than any similar institution in the world. Its reports are considered in the light of a guide by both investors and those contemplating the granting of credit. In addition to a large corps of skilled employees, more than one hundred thousand correspondents contribute the result of their investigation and opinions. Subscriptions are annual, and may commence at any time the subscriber elects. Details as to prices and terms will be furnished upon application.

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Baltimore Office, Equitable Building.
H. KERSHAW, Sup't**

The Columbia Water Power Co.

COLUMBIA, S. C.

Has Developed 10,000 Electric H.-P.,
Which They Offer For Sale In Large or
Small Units for Manufacturing Purposes.

The Largest Electrical Horse-Power developed in the country outside of Niagara Falls. Ample power at all seasons of the year. Free from ice in winter. More economical than steam.

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Has a population of 25,000. It has educational advantages equal to any city in the country. The climate is equable and agreeable. Taxes are low and building material cheap.

Skilled Labor and Freedom from Labor Organization Interference.

Seven Railroad Systems Enter Columbia, Insuring Low Freight Rates to All Points.

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Address Boston Office, 53 State Street, Room 608,
GEO. WALLACE, Gen'l Mgr.
WM. C. HAWKINS, Managing Engineer, Columbia, S. C.

SAWMILL MANUFACTURERS

who desire to change their location are invited to investigate the timber resources along the line of the Shreveport and Red River Valley Railway. Forests of yellow pine, ash, cotton-wood, cypress and gum can now be secured along the line of the road at low prices. Low rates guaranteed to all points. Address LOUISIANA CENTRAL CONSTRUCTION CO., Ltd. Shreveport, La.

Charcoal Iron.

Capital wanted to develop large iron property in Texas. An abundance of timber for charcoal. Transportation facilities excellent. For full particulars address

OWNERS,
Care Manufacturers' Record.

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Machinery to Manufacture

We have a thoroughly equipped Machine shop, Carpenter Shop and Foundry, and can do all classes of Machine Work very reasonable. Try us.

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Up-to-date Wheel Factory

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Complete Flour and Corn Mill outfit of 50 barrels daily capacity. Used only a short time and in very good order.

Offered at a sacrifice!

Who wants it?

Rich bargains in all sorts of Machinery, Boilers, Railroad Equipment, &c.

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Automatic Engines and Boilers

In great variety at low prices. These engines have been all rebuilt, are practically equal to new. Send for quotations. State just what you need.

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BARGAINS IN NEW AND SECOND-HAND MACHINERY.

Lathes from 12" to 48", Planers from 20" up to 60", 48", 54" and 60" Radial Drills, No. 2 Newton Milling Machine, No. 2 Screw Machine, Shapers from 6" to 30", Boilermakers' Punches, Shears, Edge Planers, Rolls, Drills, Engines, Boilers, Pumps and Dynamos.

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FOR SALE-CHEAP.

One (1) 24" Horizontal McCormick Turbine Wheel, wheel case large enough for a pair of wheels, all mounted on heavy steel "I" beams, long draft tube to conduct water from wheel. Outfit built to work under 40 ft. head, but can be used under lower heads; 34" x 18" Fly Wheel, weighing 5000 lbs.; also 1 Governor. For prices and drawings apply to THE ANDERSON WATER LIGHT & POWER CO., Anderson, S. C.

FOR SALE.—1 So. H. P. Poole & Hunt Engine; 1 40 H. P. Nagle Engine; 1 65 H. P. Engine; 2 No. 5 Knowles Pump; 1 No. 6 Knowles Air Pump and Receiver; 1 10" x 12" Porter Engine; 1 25 H. P. Erie City Iron Works Economic Boiler; 1 50 H. P. Return Tubular Boiler; 3 65 H. P. Return Tubular Boilers; 1 8 H. P. Upright Boiler, all thoroughly overhauled, also 1 Marine Boiler, new, to suit 17" Square Engine, and 300 ft. of 6" Cast Iron Pipe with flanges on ends and a lot of Saw Mill machinery. Write for prices to

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One Morgan Traveling Crane,

Ten tons capacity, span 45 feet 6 inches. In first-class condition.

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We carry a stock of Second-hand Electrical Machinery, repaired and in first-class order. All apparatus guaranteed to be in excellent operative condition. Central stations and isolated plants can turn scrap dynamos, wire and incandescent lamps into cash by writing to us.

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One Five-Million Gallon Worthington High Duty Pumping Engine.

This engine has been used at the Eastern Pumping Station of the Baltimore City Water Department since 1892, and is in first-class repair, having been in service up to June 15th, 1897. It was removed only for the reason that the service required a larger engine.

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Alternators—500, 600, 650, 750, 1000, 1200, 2000 Light.

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All of Standard makes, principally Edison, Thomson-Houston, Westinghouse, Brush. Send for monthly BARGAIN SHEET giving complete list with prices. Also Motors, Arc Lamps, Instruments and Supplies.

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ENGINES for Blast Furnaces, Foundries, Converters and Rolling Mills, MILL TRAINS (3-high), 46 in., 30 in., 20 in., 18 in., 12 in. and 6 in. SHEARS for Blooms, Billets, Plates, Sheets, Old Rails and Scrap. CRANES—Yale and Towne Pillar Crane (10-ton); Jib Cranes, Iron and Wooden. STEAM HAMMERS, various sizes and makes. SQUEEZERS (Rotary). FLY WHEELS and BAND WHEELS, various sizes. PUNCHES, STRAIGHTENERS, ROLL LATHE, RIVETER, MACHINE SHOP TOOLS, etc., etc. LOCOMOTIVES, various gauges, sizes and styles.

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HIGH-GRADE LOCOMOTIVES.

New York Elevated Railroad and Brooklyn Bridge Locomotives.

These Locomotives are Standard Gauge, until recently in service on the above-mentioned railroads, being suitable for use on Logging and Suburban roads, and for switching purposes.

They have been discontinued from service because of the introduction of electricity and the replacement by heavier locomotives; therefore, not offered for sale on account of their inefficiency.

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One Second-Hand Shay Locomotive
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 Name price, present location and freight rate to
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FOR SALE.
Several Shay Patent Logging Locomotives.
 Also other logging locomotives and cars.
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 Second-hand equipment and light new Steel Rails.
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 8 3-ft. gauge Locomotives.
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 Large stock of Engines, Boilers and Steam
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 Can be delivered most favorably in the South.
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 We are always in the market to buy or sell old
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NEW STEEL RAILS, all weights.
CASH OR INSTALMENT PLAN.
RELAYING and SCRAP RAILS
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Several Standard Gauge Dummy Locomotives, Suitable for Logging and Suburban Railways.

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 Successors to HUMPHREYS & SAYCE,
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LOGGING CARS,
LIVE ROLLS,
DRY KILNS,
 And
IRON KILN TRUCKS

SECOND-HAND LOCOMOTIVES
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Locomotives. Passenger Cars.
 FOUR six-wheel Baldwin Switchers with eight-wheel, slope-back tenders, equipped with Westinghouse Airbrakes to drivers, tender wheels, and with train connections, now being overhauled at Baldwin Locomotive Works, ready in a few days. A rare opportunity to obtain a bargain.
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 Agent for
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 for 30 lb. rail, (3 ft. gauge of track), including 4 ft. or 6 ft. Frog, Ground Lever, Switch Points and Connecting Rods.
New and Relaying Steel Rails
 Bought and Sold.
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RAILS and ROLLING STOCK
 1500 tons 60 lb. Relaying Rails with Splices.
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 One Standard gauge 22-ton Porter, saddle tank, switching locomotive, cylinders 12x18; 1 standard gauge 15-ton Baldwin-Forney type, 10x14; 1 3-ft. gauge, 12-ton Shay geared locomotive; 1 3-ft. gauge, saddle tank, 9-ton Porter, cylinders 8x12; 1 3-ft. gauge, 13-ton saddle tank Porter, cylinders 10x14; 1 3-ft. Baldwin Mogul, 18-ton, cylinders 12x18; 100 tons 30-lb. iron rails in Tennessee; 250 tons 25 and 30-lb. rails in Louisiana; 20 second-hand logging cars, 3-ft. gauge. Write for prices.
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Relaying Rails
 50, 56, 58, 60, 67 and 70 pounds to yard
FOR SALE.

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LOCOMOTIVES
 ADAPTED TO A VARIETY OF USES.

All of the Lake Street Elevated R. R. Engines have had less than three and some of them less than one year's wear.
 Weight, 28 to 30 tons. Twenty tons on Drivers. Diameter of Drivers 44 inches.
 Four-Wheel Steel Tired Truck under tank. Two-Wheel Pony Front Truck added, if desired.
 Tank Capacity, 750 Gallons. May be Increased to 1000 or 1750 Gallons. Vacuum Brakes.
 A large line of 8 and 10-wheel road engines; also 4 and 6-wheel connected switchers; also narrow gauge equipment.

For prices and full description write
FITZ-HUGH & COMPANY,
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 Mention this paper.

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TO CONTRACTORS.

17 10x12 Baldwin Locomotives. All standard gauge and in perfect running order.
 1 9x14 Porter Locomotive.
 1 7x12 " " " A GREAT BARGAIN.
JOHN D. DAILY,
 Harlem River and Third Avenue, New York City.

Chain Elevators, Conveyors.



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THE LINK-BELT CARRIER

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 Buckets Rigidly Attached to Chains.
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 Equalizing Gear Drive.
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Successors to
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Mill men with good hardwood lumber to offer for cash are invited to correspond with us.

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CREOSOTED

PINES, LUMBER and CROSSTIES

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PINOLINE ROOFING PAINT.
 Durable, Elastic and Cheap.

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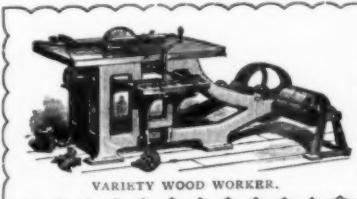
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Write for Circulars and
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Shapers, Special
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Chagrin Falls, Ohio, U. S. A.



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The SUPERIOR QUALITY of our goods is unquestioned. **YOU RUN NO RISK.**

HAIR FELTING for Covering Boilers, Steam and Water Pipe, and
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GUARANTEED TO GIVE PERFECT
SATISFACTION, and our TRACK has no
equal, and

OUR PRICES are RIGHT.

CRONK'S

Double-Braced



Steel Rail

Patented June 12, 1888.

With covered wheels, making it stronger, and also keeps off all storm and everything that might
block the wheels, and cannot be broken or thrown from the track. Each hanger has gauge mark to
put it up by, so anyone can hang door and get it right first time.

CRONK HANGER CO. - ELMIRA, N. Y.

Incorporated
1868.



Charter
Perpetual.

Issues Policies of Insurance after a Careful Inspection
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Resulting from Loss of Life and Personal In-
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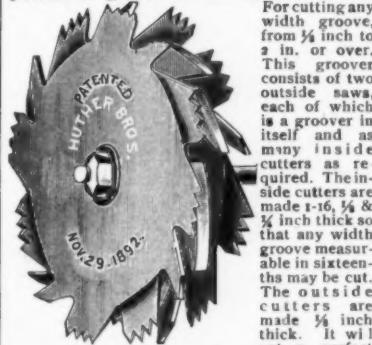
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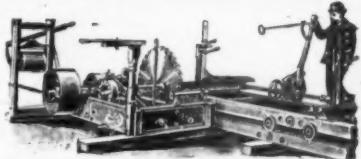
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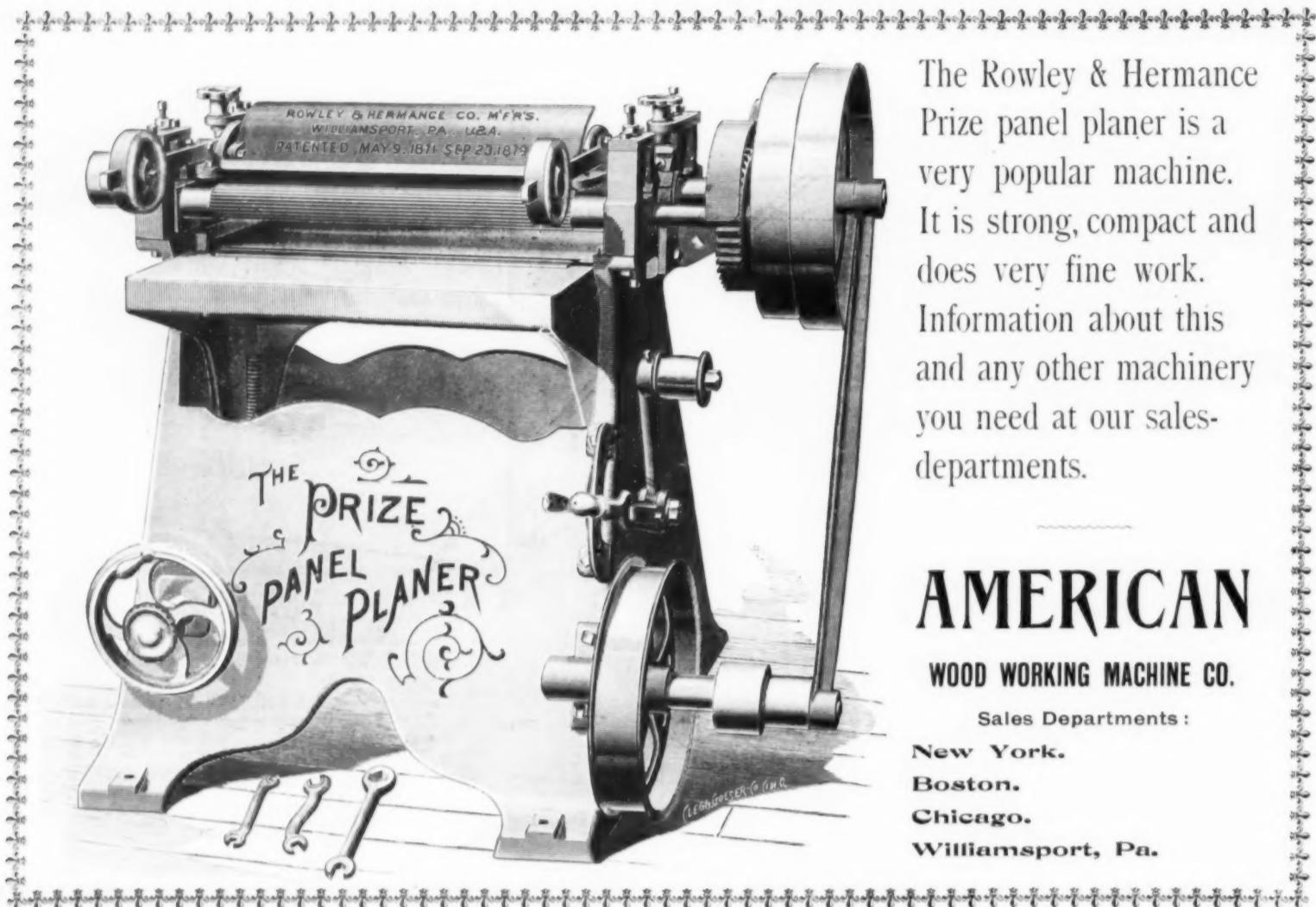
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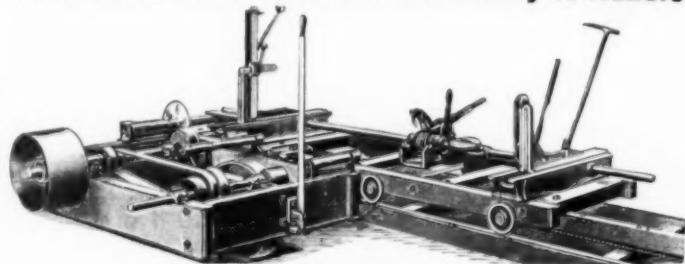
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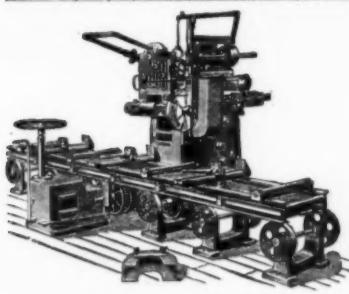
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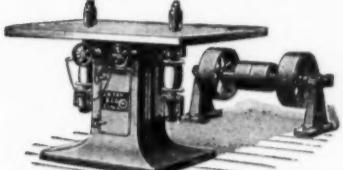
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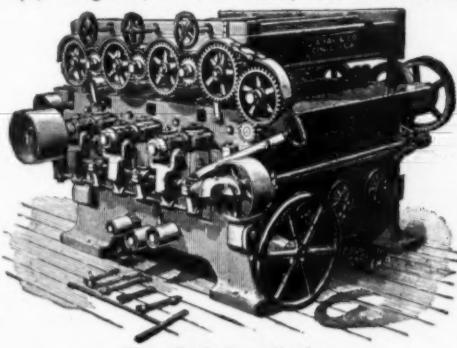


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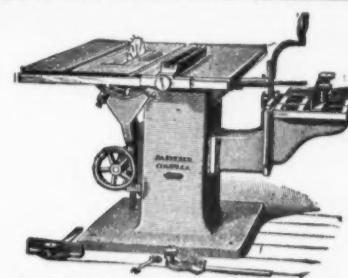
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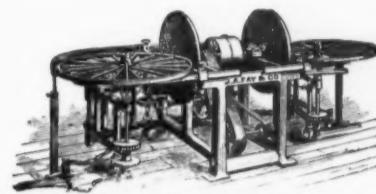


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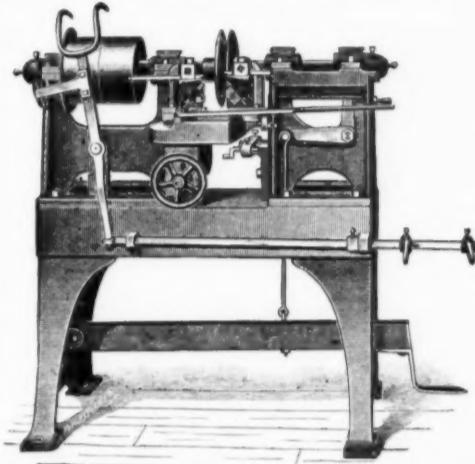


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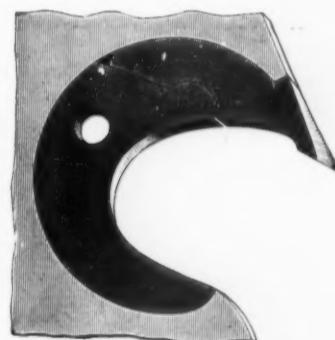
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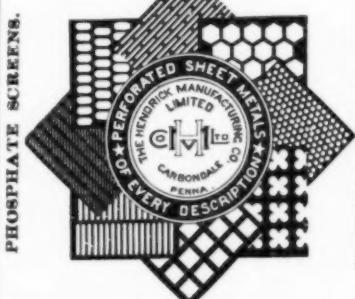
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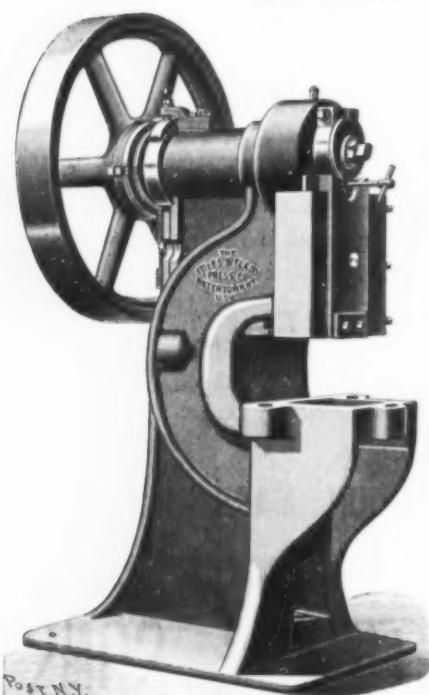
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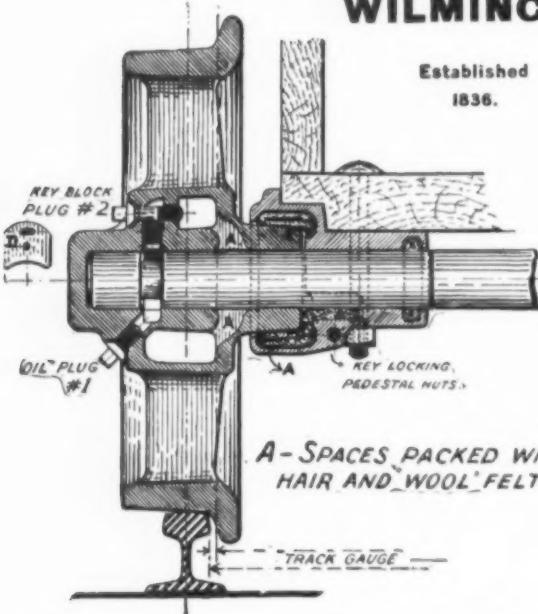
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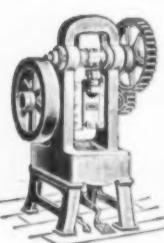
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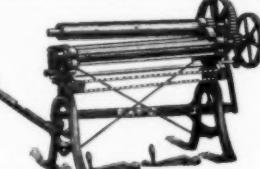
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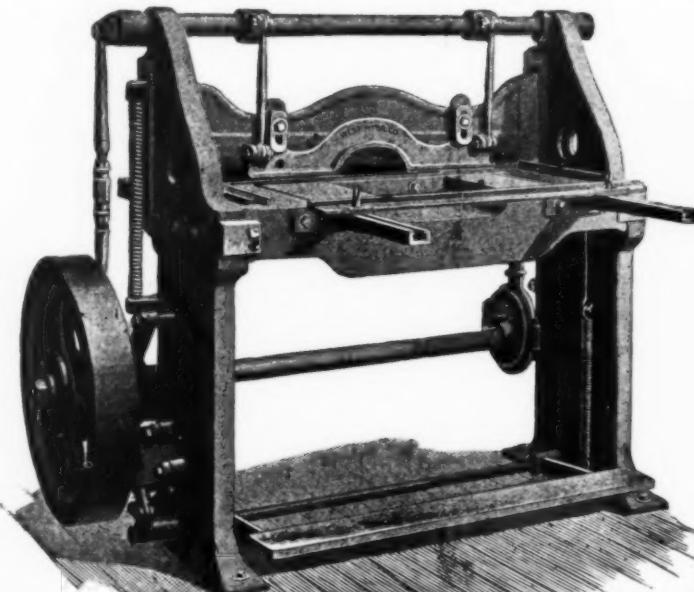
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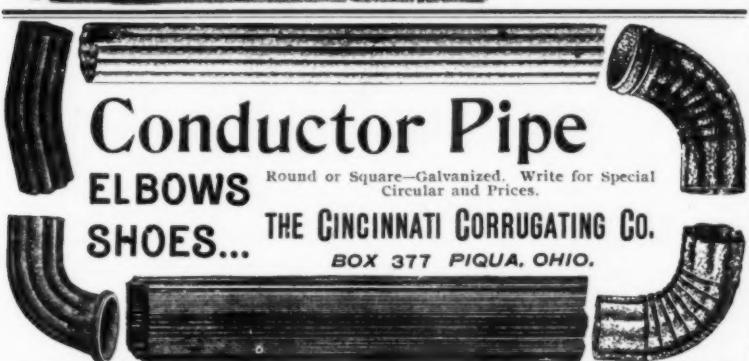
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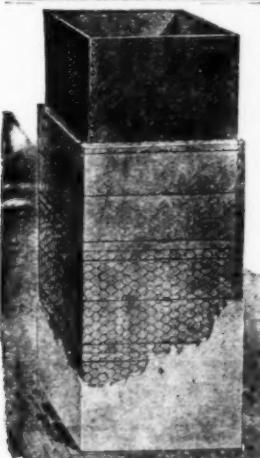
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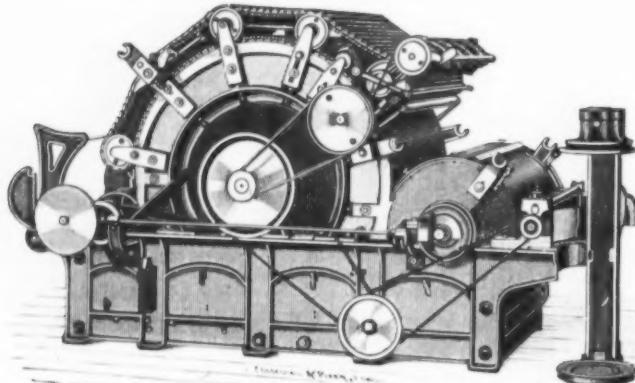
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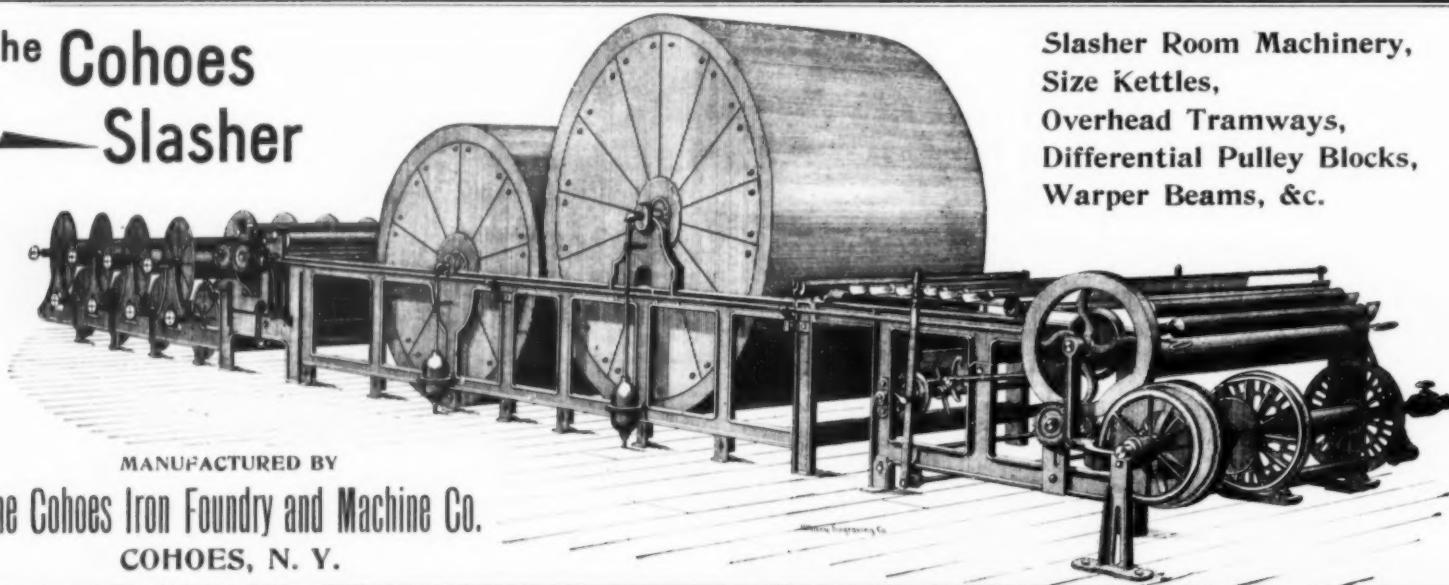
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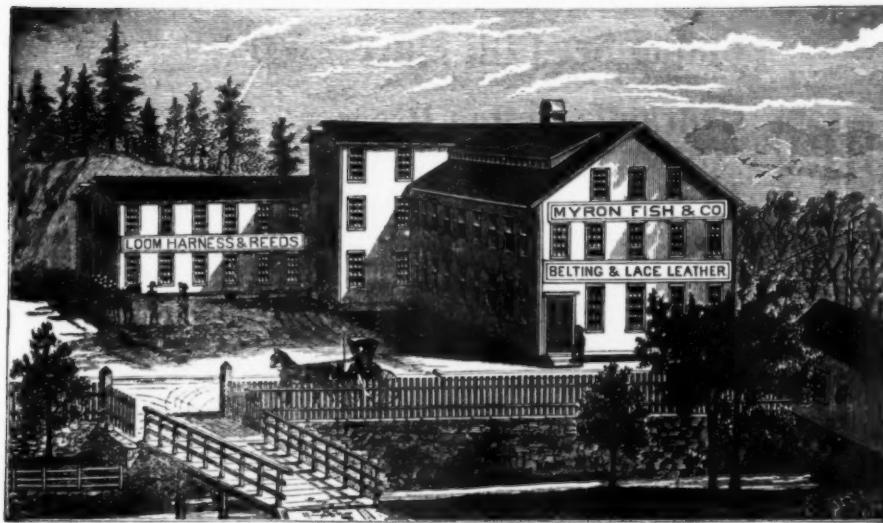
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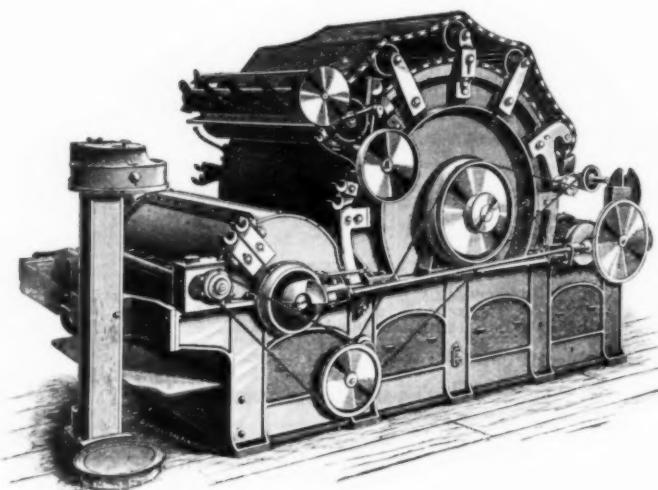
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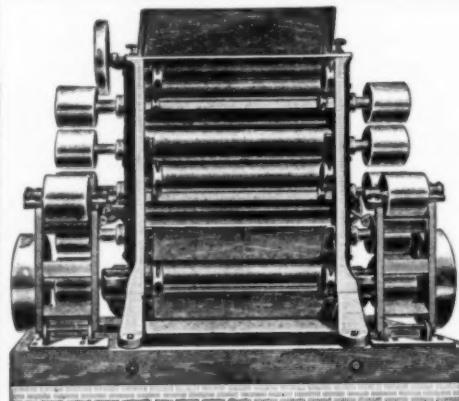
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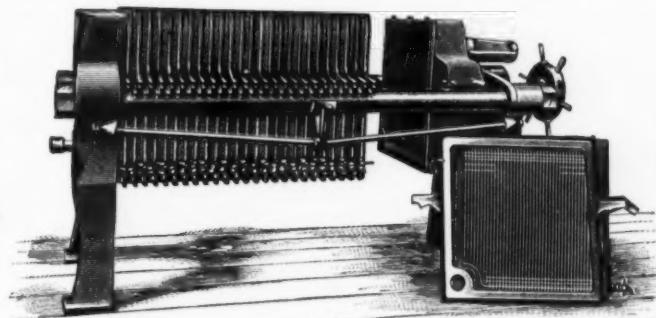
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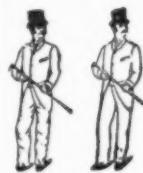
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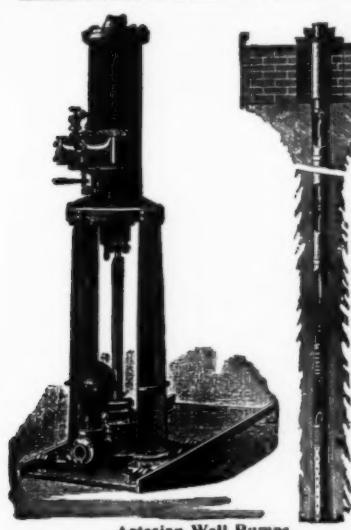
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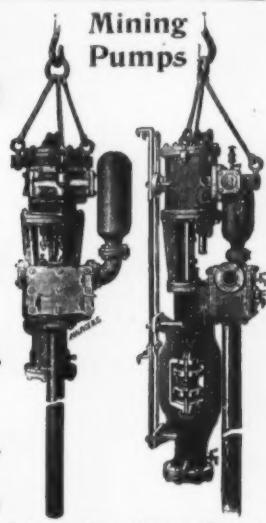
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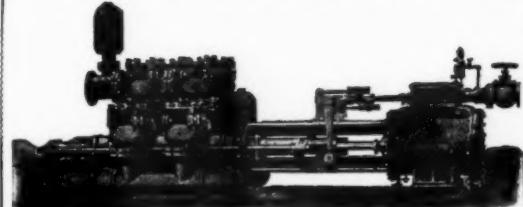
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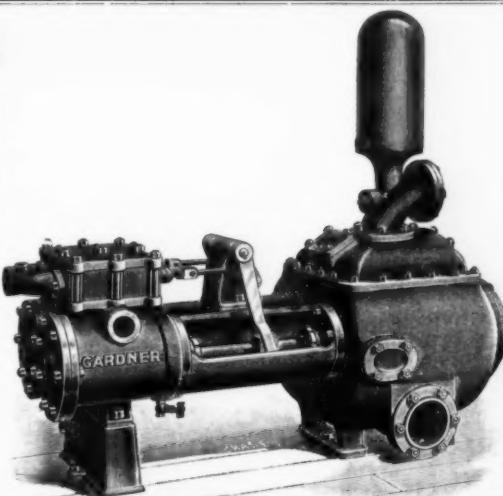
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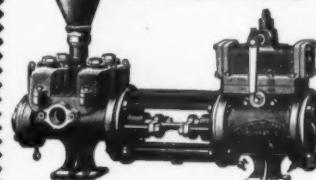
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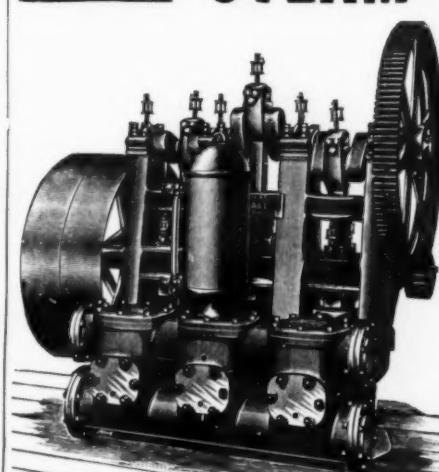
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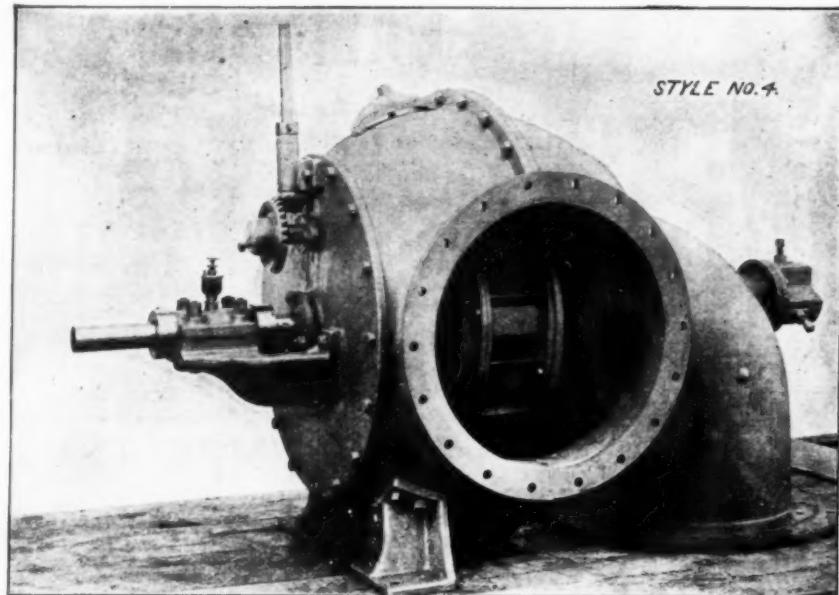
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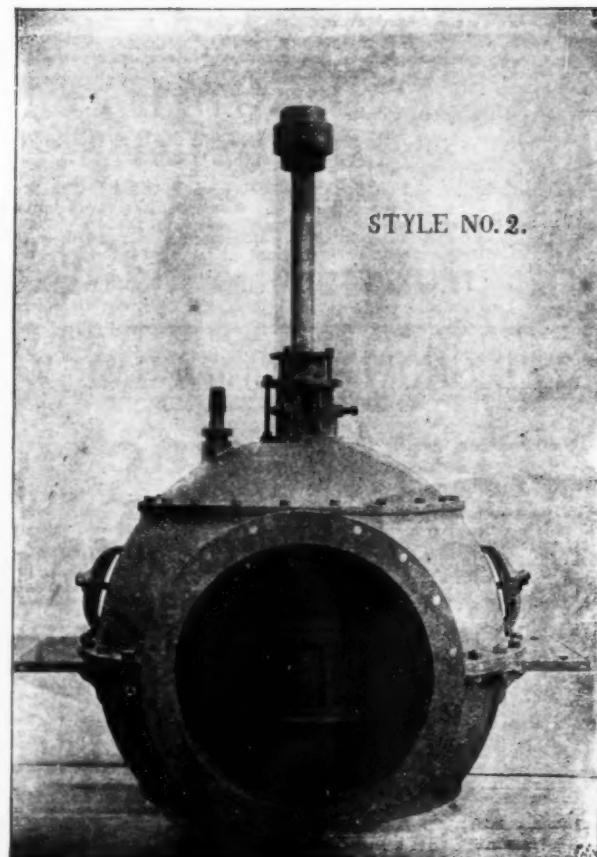
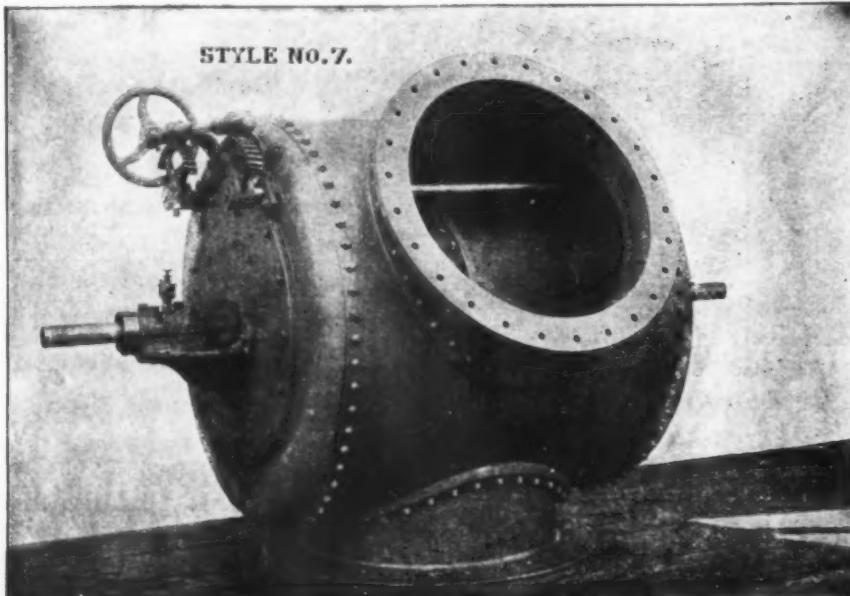
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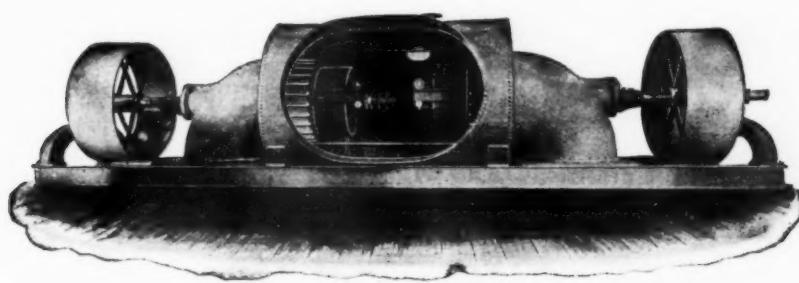
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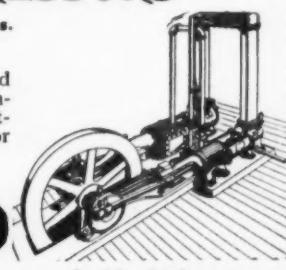
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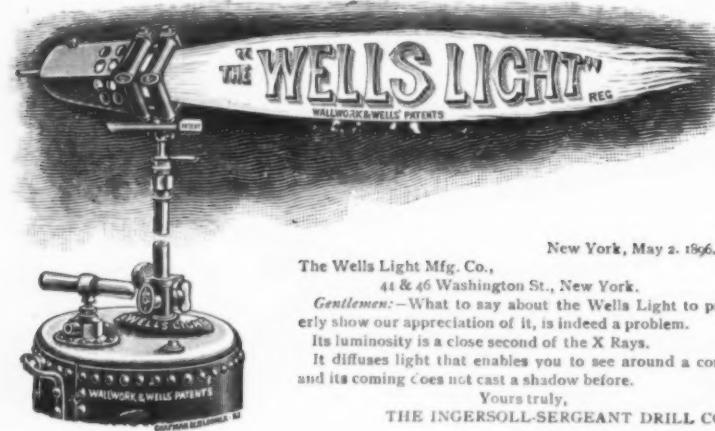
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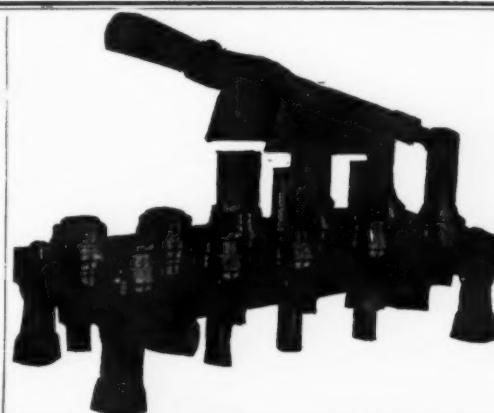


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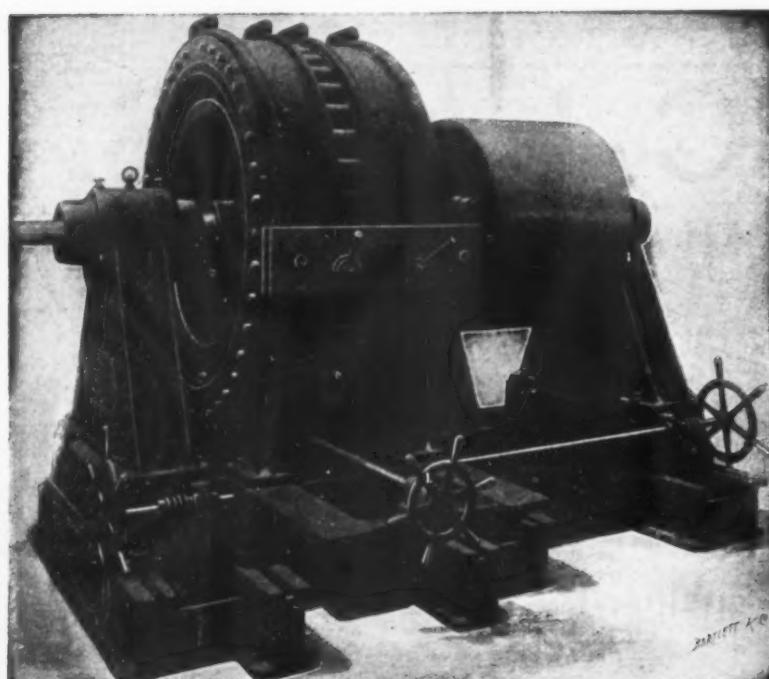
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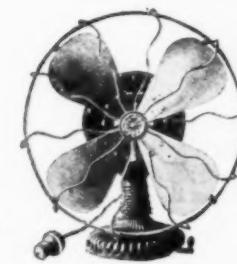
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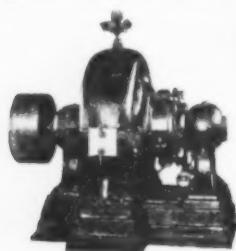
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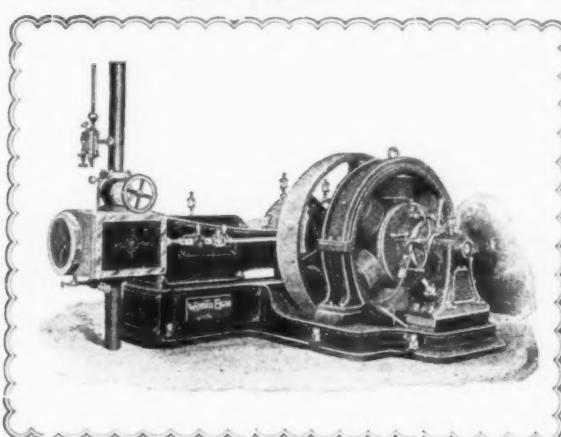
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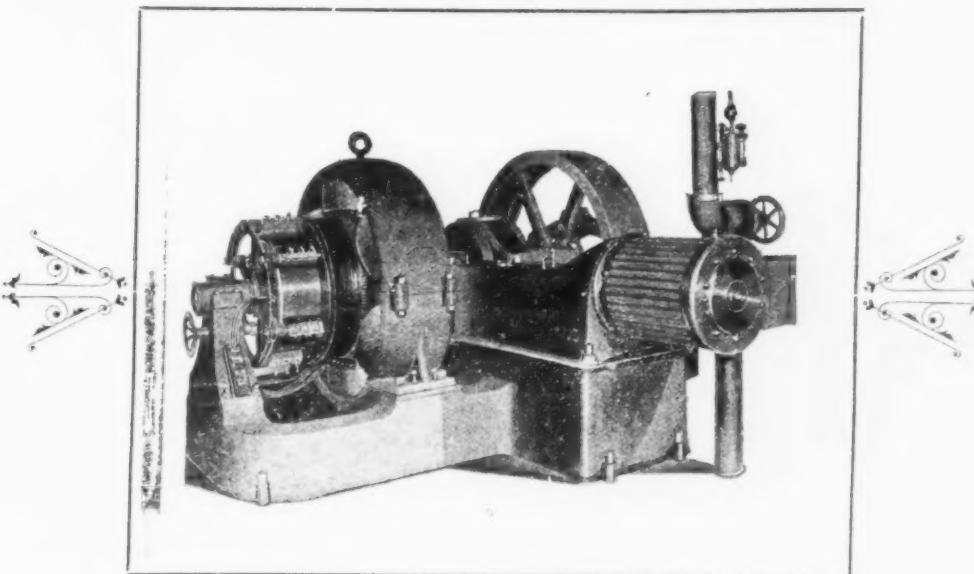
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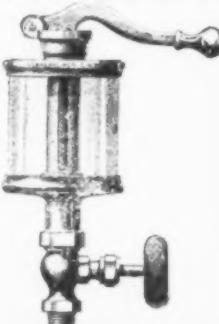
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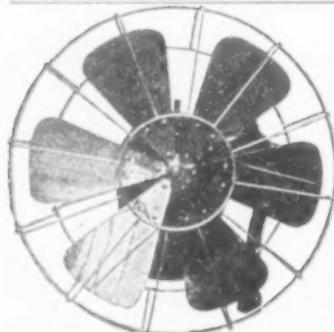
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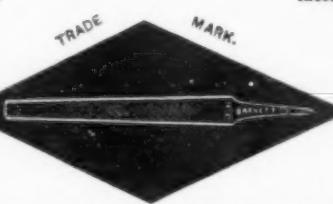
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